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*THE SECOND  
GREAT WAR*

*Vol. 2*









THE RIGHT HON. WINSTON CHURCHILL, P.C., C.H., M.P.

Photo. Kersh, 1944

# THE SECOND GREAT WAR<sup>Vol. 2</sup>

**A Standard History**

34718

Edited by

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#### HANDSHAKE OF KINGLY CONFIDENCE

When the King visited his troops in France in December, 1919, he met the leading generals of the French and British armies, to one of whom he is being introduced by Lt.-Gen. Sir Alan Brooke, commander of the British and Corps. The little dog in the foreground took a liking to His Majesty and followed him devotedly on his tour of inspection.

*British official photographs. Crown Copyright*



### LONG VIGIL IN THE BITTER COLD

At an advanced post beyond the Maginot Line the French sentry (left) keeps a watchful eye upon Russian's land, ready to shoot at the slightest sign of enemy activity. The bitter cold makes him thankful for the long cloak in which he is enveloped.

*Photo, Courtesy of French Embassy*



### GERMAN SENTRY SURVEYS THE WINTRY SCENE

On the other side of the line German sentries keep similar watch, and on the right, in a Christmas-card setting, a German soldier, silhouetted against the black sky, surveys the countryside from the top of a fortification.

*Photo, Associated Press*



## THE FIRST TEN WEEKS OF WAR

On November 12, 1939, exactly ten weeks after the Allies declared war on Germany, Mr. Winston Churchill broadcast his impressions of that period in a review as forcible, sagacious and encouraging as any of the statements with which the First Lord was wont to instruct and encourage the British people. The greater part of this tonic speech is reproduced below.

**I** thought it would be a good thing for me to tell you tonight how well the war has turned for the Allies during the first ten weeks. It is quite plain that the power of the British Empire and the French Republic to restore and revive the life of the Polish and Czechoslovak peoples, as well as to do a few other things which I will mention later, has been growing every day. Peaceful parliamentary countries, which aim at freedom for the individual and abundance for the mass, start with a heavy handicap against a dictatorship whose sole theme has been war; the preparation for war, and the grinding up of everything and everybody into their military machine. In our island particularly we are very easy-going in time of peace. We should like to share the blessings of peace with every nation; and to go on enjoying them ourselves. It is only after many vain attempts to establish at peace that we have been at last forced to go to war. We tried again and again to prevent this war, and for the sake of peace we put up with a lot of things happening which ought not to have happened. But now we are in war, and we are going to make war, and persevere in making war, until the other side has had enough of it. We are going to persevere as far as we can to the limit of our ability, which is not small and is always growing.

We are in a very different position from what we were ten weeks ago. We are far stronger than we were ten weeks ago; we are far better prepared to endure the worst scallies of Hitler and his Hunns than we were at the beginning of September. Our Navy is stronger. Our anti-U-boat forces are three times as numerous. Our Air Force is much stronger. Our Army is growing in numbers and improving in training every day. Our air-raid precautions are very different from what they were at the outbreak of war. The attack of the U-boats has been controlled, and they have paid a heavy toll. Nearly all the German ocean-going ships are hiding and sneaking in neutral harbours, while our world-wide trade steadily proceeds in 4,000 vessels, of which 5,000 are constantly at sea, guarded by the Royal Navy. The superior quality of our Air Force has been proved in both pilots and machines over the enemy. Our aircraft have shot down fifteen German overseas raiders without losing one machine in the combat.

### Time is on the Allies' Side

**I** am not about myself that time is on our side. I go far as to say that if we come through the winter without any large or important event occurring we shall in fact have gained the first campaign of the war; and we shall be able to set about our task in the spring far stronger—better organized, and better armed than ever before. Let us therefore be discontented and many times—and even perhaps needless—vegetation; let us bear them with patience, with understanding patience, because we are all the time moving forward towards greater war strength, and because Nazi Germany is all the time, under the grip of our economic warfare, falling back in oil and other essential war supplies.

A long succession of important events has moved in our favour since the beginning of the war. Italy, which we had feared would be drawn from her historic partnership with Britain and France in the Mediterranean—a partnership which will become increasingly fruitful—has adopted a wily policy of peace. No quarrel has developed between us and Japan. These two great powers, which had joined Nazi Germany in the Anti-Comintern Pact, and it difficult to accommodate themselves to the change of front towards Bolshevism which Herr Hitler and his bad advisers, Herr von Ribbentrop, these marvellous twin conspirators, have perpetrated. No one can underestimate the importance of the Treaty of Alliance between Britain and France with Turkey. The Russian Soviet Government, embodied in the formidable figure of Stalin, has turned off, once and for ever, all Nazi dreams of an advance in the east. The left paw of the Bear

bars Germany from the Black Sea; the right paw disputes with her the control of the Baltic. Whatever history may record about these events the fact with which we have to reckon is perfectly plain. Nazi Germany is barred off from the west and has to conquer the British Empire and the French Republic or perish in the attempt.

So now these beautiful and bullying Nazi pageants are looking with hungry eyes for some small countries in the west which they can trample down and loot, as they have trampled down and looted Austria, Czechoslovakia, and Poland. Now they turn their backs, but also rather, as it seems, hesitating, glare upon the ancient, civilized, and unoffending Dutch and Belgian nations.

### Holland and Belgium Apprehensive

**T**hey have not chosen to molest the British Isles, which have awaited their attack in the West of Europe during the last week; they recoil from the steel front of the French Army along the Maginot Line; but their death-conspirators are being crowded in vast numbers upon the frontiers of Holland and Belgium. To both these States the Nazis have given the most recent and solemn guarantees; that explains why the anxiety of these countries is so great. No one believes one word that Hitler and the Nazi Party say, and therefore we must regard that situation as grave.

I shall not attempt to prophesy—that is always dangerous—whether the frenzy of a conquered nation will drive them Hitler into the worst of all his crimes; but this I will say without a doubt, that the fate of Holland and Belgium, and that of Poland, Czechoslovakia, and Austria, will be decided by the victory of the British Empire and the French Republic.

I am sure we have rough weather ahead; but I have this feeling that the Germany which remains small today is a far less strongly built and solidly founded organism than that which the Allies and the United States forced to long for sometime twenty-one years ago. I have the sensation and also the conviction that that evil man over there and his kind of confederates are not sure of themselves, as we are sure of ourselves; that they are harassed in their guilty souls by the thought and by the fear of an over-approaching retribution for their crimes, and for the rage of destruction in which they have plunged us all.

As they look out tonight from their blasted, shattering, pumpled, Nazi Germany, they cannot shut one single friendly eye in the whole circumference of the globe. Not one! Russia returns them a bloody glare; Italy averts her gaze; Japan is puzzled and thinks herself betrayed. Turkey and the whole of Islam have turned themselves instinctively but decidedly on the side of progress. The hundreds of millions of people in India and in China, whatever their other feelings, would regard with undoubted dread a Nazi triumph, well knowing what their fate would seem to be. The great English-speaking Republic across the Atlantic Ocean makes no secret of its sympathies or of its self-questionings and translates these sentiments into action of a character which anyone may judge for himself.

### The 'Monstrous Apparition' of Hitlerism

**T**he whole world is against Hitler and Hitlerism. Men of every race and clime feel that this monstrous apparition stands between them and the forward move which is their due, and for which the age and times are ripe. Even in Germany itself there are millions who stand aloof from the seething mass of criminality and corruption constituted by the Nazi party machine. Let them then take courage amid perplexities and perils, for it may well be that the final extinction of a hateful domination will pave the way to a brother solidarity of all the men in all the lands that we ever could have planned if we had not marched together through the fire.

# 'EVERY DAY FINDS US STRONGER'

Soon after his return from a visit to our Army in France, Mr. Hore-Belisha, Secretary of State for War, made on November 22, 1939, the following statement in the House of Commons on the life, work and spirit of the British Expeditionary Force. His first review, on October 11, is reproduced in page 131.

**B**y postponing a delay of several weeks the Polish Army facilitated the concentration of the French Army, and during this time, as the Poles are well aware, the British Army was also assembling in its positions.

When I last spoke in the House we had 168,000 men in France. Since that time thousands each week have followed them. By the spring of next year they will have been reinforced again by no inconsiderable amount. So will it continue till the cause is won.

Although there is no distinction remaining, it must be said that we could not have completed our operations in France without the assistance of the Territorial Army, whose practical training has adequately justified the generous sacrifices of leisure which it entailed. Territorial units reached France at a very much earlier stage and in greater numbers than in 1914. Do not, however, let this country pretend that without a possible time Britain can furnish an Army of Continental dimensions.

The first time to be called up under obligatory service was summoned in the course of July 15 this year. It was a timely innovation in our military practice, and we shall make it the basis and steady expansion of our effort. Nearly a million men are under intensive training in Great Britain.

Our own defenses by sea, land and air, and the barriers against aggression long since established by the provision and provision of the French Republic, give safe cover to our preparations.

The Maginot Line is strong because of the debt which free nations owe to the vindicated custom of a country which, even when beset with financial troubles, did not hesitate to divert to its consideration an unlimited proportion of its financial resources.

## France's 800-Mile Line of Defense

**T**wo major systems of the Maginot Line—with its subterranean railways, its underground accommodation, and the ingeniously equipped batteries of guns—stretch along the frontier which divides France from our enemy. That frontier is 300 miles in extent.

But the law requires that the given word of Germany is held, illustrated, as it is repeatedly been, by the world-wide confidence that so spontaneously attaches to the slightest intimation of danger upon a neutral country, has necessitated that the defense of France should extend far beyond these limits. Indeed, whereas Germany has to defend 300 miles of frontier against the possibility of attack by the Allies, France has had to enlarge the possibility of aggression by Germany along 800 miles, from the North Sea to the Alps.

We now share the task with them. There are French troops in the British part of the line, and British troops in the French part of the line. Understanding and good relations are complete.

The factor at present alienates the British Army, while not compatible with the major system of the Maginot Line, was that formerly provided for advance with field works. The task which fell to our soldiers, on arrival was to add to and improve upon these, and this task they are undertaking with a will.

This is a bitter war. The lines can see, in its mind's eye, the busy work of our soldiers, digging and building. Under their hands blackness and pill boxes take shape, and with digging machines and with squelching spades they throw up breastworks or walls and outcroppings. They are making military positions, steadily completed, and obstacles to tank attack. Everywhere there is activity, and everywhere there is mud. Over hundreds of square miles of this land, some British troops perform their operations. An organization of about a million really great dimensions has been established in a world without a world. The food, the clothing, the equipment, the communications, the arrangements of a whole community are brought and are distributed over a distance of hundreds of miles.

Some idea of the ground to be covered can be vividly represented by a single figure. In the initial stages the B.E.F.

consumed 600 tons of petrol a day. Now, alternative bases have been established, additional locomotives will be imported and permanent way laid down. It is still a question of vehicles, vehicles, and more vehicles. We have already sent to France over 1,000 tons of spare parts and accessories.

If a letter is sometimes delayed in course of post, it will be recalled that in British communications pass through long-established channels with post-offices, machinery for sorting and static staffs. The B.E.F. has an approved organization and is dealing with 250,000 letters and 17,000 parcels a day—in proportion double the quantity handled in 1914.

## Inevitable Discomforts of Active Service

**A** soldier's life, while he is campaigning, is never an easy one, and while everything practicable is being done to alleviate his lot, nothing can avoid the discomforts which are the inevitable accompaniment of active service conditions. No man from personal experience understands better than the present Commander-in-Chief the circumstances of warfare and the requirements of his troops. His presence, inspiring confidence, is familiar in every part of the line.

The ground which our Army occupies is also well known to him, and it is inspiring, as one stands upon some famous ridge or some hill once designated by a number, to hear his vivid description of a well-remembered exploit or encounter. On the visit from which I have just returned, I traveled with him almost the whole of the front, and came into the closest possible contact with officers and men of many different units. I can render at first hand an encouraging account of the fortitude and good temper of the troops.

Their health is exceptionally good, the sickness rate being actually lower than the peacetime rate at home. The billets are mainly in farmhouses and village buildings, but we have sent to France enough beds to house 30,000 men. We are holding great banquets and suppers for the accommodation of stores, and I hope that the House will realize that the organizing ability of the Army in tasks having no parallel by their magnitude and variety in civil life is illustrated by these exceptional defects which prove the rule.

Meanwhile, our Army grows. We dispatch arms and equipment to other parts of the world. We are preparing for all eventualities. At home our anti-aircraft and coast defenses remain continuously manned by personnel whose conditions of service in many cases are as hard as, and more lonely than, those in France, and whose duty is as important.

We have taken, besides the Militia classes which have been called up, over 25,000 voluntary recruits since the war began. Every week we have absorbed over 300 officers from the Emergency Reserve. Over 7,000 men from the ranks have been recommended for commissions, of whom 2,500 have already been posted to officer cadet training units.

Those fit for active service in the divisions at home will be progressively relieved from duty at vulnerable points as the country's home defense battalions are formed. There is room in these battalions, as in the pioneer battalions, for men just mobilized.

Thus the Army offers occupation in patriotic national service to old and young. The rising to 10,000 of the numbers of the A.F.S.—that admirable regiment of women—is another means of releasing active men for active service. Those in munition factories are doing equally valuable work, for on them depends the speed with which additional contingents can participate in the war theatre.

**T**hus the war proceeds. It is a war of endurance, a quality for which the British people is renowned. Every day that passes finds us stronger. On the economy of the enemy the passage of time has not the same effect. To win he would have to break through the Allied defenses. An assault upon these is awaited with confidence by the French Supreme Commander. On our side we can afford to choose our opportunity. There is no dissension in our ranks; there are no conflicting commands. Our strategy is predetermined, and so is the issue of this struggle.



# BRITAIN'S ARMY GOES INTO LINE ON THE ALLIED FRONT IN THE WEST

*The B.E.F. Exchanges Shots with the Enemy—The King's Visit to his Troops: His Message of Confidence—Gort's Order of the Day: "We will Stop Them, and We will Win"—First British Soldiers to be Killed in Action—Why the Allies did not Take the Initiative—Christmas Messages of the Commander—End of the Year: Four Months of Vigilance*

**T**WENTY-ONE years after the "Canal Fire" just outside Mons on that day of Armistice in 1918, British troops were once again in action on the Western Front—in action against the same enemy but under very different circumstances. Then they were pursuing a beaten and rapidly disintegrating foe; in 1939 they were occupying positions in a war of siege, in a line or rather zone of defensive fortifications vastly greater and stronger than ever before.

Early in December it was revealed that a large force of the British Army was holding a portion of the Allied front; indeed, not only were men of the B.E.F. in the front line, but they had exchanged shots with the enemy. The final came out in the course of a report of the visit to France of the King, when, following his return to London, it was announced that amongst the troops whom he had inspected in the course of his tour were men who, only the night before, had returned to their rest billets after a turn of duty in the forward zone in which they had been engaged in one of those nocturnal rushes which feature so frequently in the laconic communiqués given out by the Allied High Command.

His Majesty had crossed to France in a British destroyer on the afternoon of December 4, and spent five days as the guest of General Lord Gort at British G.H.Q. In bitterly

The King's cold weather and often Visit through pouring rain the procession of cars speeded through the sector allotted to the British Army, everywhere the King was greeted with the same voracious enthusiasm, and everywhere he found the same high note of efficiency, the same eager zeal and resolute purpose. Whether he watched them from his car as he passed them singing the songs that cheered their fathers' marching feet, or whether he walked slowly down the long lines of smartly groomed men on parade, or caught them in the domesticity of billets—always he found the same splendid qualities of the British fighting man.

Immediately on his return he sent a message to Lord Gort, published by him as an Order of the Day, in which after

expressing his pleasure in visiting the troops in France and in having had the opportunity of seeing for himself something of the conditions in which they were living, and of the work on which they were engaged, he declared: "I am satisfied from all you have shown me that the British soldiers of today are at least the equal of his predecessor both in efficiency and spirit," and concluded by sending an assurance of the complete and unflinching confidence placed in them by their fellow countrymen.

Even those who only a few hours before had come to from forward posts, who had taken part in a swift exchange of mortar and bomb, gave no signs of the arduous and dangerous undertaking in which they had been so recently engaged. After he had inspected the guard of honour mounted by these men of the

B.E.F. who were the first to go into action in the present war, His Majesty gave the Order of the Day issued by their G.H.Q. "I wish every soldier in this force to realize," it read, "that this moment is an historical occasion. You have been chosen to go into action as the vanguard of the British Army. We shall be in the closest touch with our Allies, who have extended to us the warmest of welcomes. Unless every one of you had done his duty since arrival in France, our honour would not have been conferred on you. The enemy awaits our arrival with expectancy. The opportunity is yours to maintain and enhance the glorious traditions inscribed on your Colours. Be vigilant, keep cool and fire low—to the last round and the last man, and a bit more. The eyes of your country as well as those of your allies and the whole Empire are on you. With justice on our side, your proud watchwords will be, 'On ne passe pas, On les arrête.' We will stop them, and we will win."

Few details were revealed of the men or of their achievement, but it was understood that the units concerned were drawn from famous county regiments of the English Midlands, and that they were being increasingly engaged on patrol work in the most advanced lines of the defensive zone. Certain it was that they were not manning any of the vast subterranean fortresses of the Maginot Line; for that work men of special qualifications and long training are required, and these must be of necessity drawn from the ranks of the French army. The British troops, in fact, were far out in front of these bastions of concrete and steel, out on the fringe of "No-man's-land," in a wilderness of wire and shell-holes, of abandoned villages and isolated farms which may have been occupied last night by British or French, but tonight will echo with the voices of Fritz—or Freedorf, as the poem calls them. There was no "line" in the sense that the word was used in the last war, but an elastic system of rifle pits, machine-gun emplacements, control and observation posts,



**GOING THE ROUNDS**

A British officer wearing his gas-mask is here seen making a tour of inspection of an underground sector in the British zone of the Western Front.

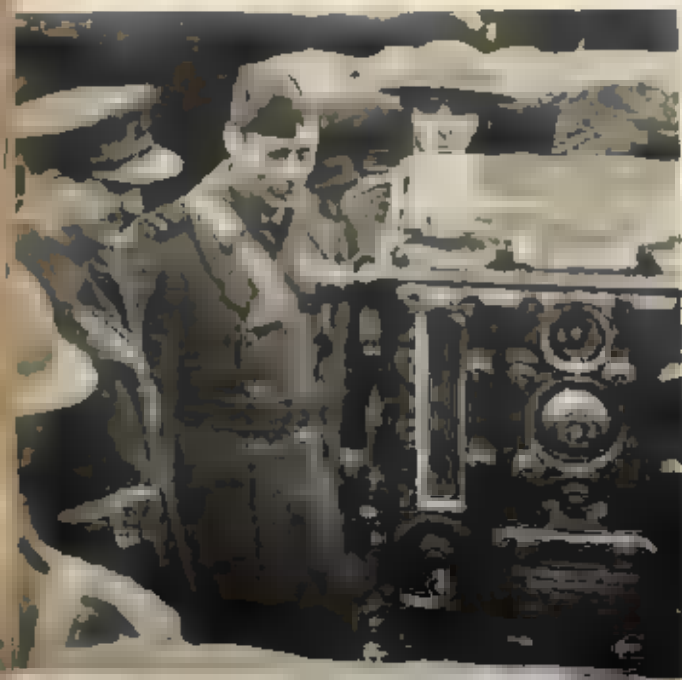
*Reproduced by permission of the War Office. Copyright 1939.*



### THE KING'S VISIT TO THE WESTERN FRONT

These photographs, taken during the King's tour of inspection of the Western Front, show: above, His Majesty accompanied by General Gamelin, receiving the salute of French troops; below left, the King being shown the workings of a predictor; below right, mounting to the top of a concrete defence work; in the circle, His Majesty, followed by Lord Gort, being piped ashore from a destroyer.

Photos, *Planet News*, British Official Photographs; Crown Copyright



By day there was little to show that the landscape was one of war. Farmers might be seen working in their fields, there were still chimneys that sent forth a cheerful smoke; cows—thin which nothing surely can be more peaceful—grazed in the fields. Houses and hamlets, farms and villages seemed to doze, for, though they gave small sign of movement, they were for the most part undamaged by the hail of shell or bomb.

But that picture of inactivity was deceptive. Behind the shuttered windows armed men kept ceaseless watch, and peered from behind the battlements in the church towers.

Between the bridges across the stream and the crossroads, the entrances to the village, the doorstep of a solitary house—all might be (and frequently were) mined, ready to be exploded by contact or fired from a distance. And if during the day there was little movement and few soldiers of either army to be seen, at night Briton and German played a deadly game of hide-and-seek in the dark or by the light of the winter moon, dodging here and there, tracking down the enemy, and being tracked down in turn—hunter and hunted, often at the same time. It was a warfare reminiscent of the Red Indians of the Wild West, a warfare of patrol and skirmish, of trap and ambush, in which the "scalps" that counted were prisoners carried off and casualties inflicted on an enemy taken by surprise.

At first the British soldiers mimed these nocturnal prowlings were guided by French police who knew every ditch and gully, every building and copse and wood, but soon they "found their feet" and proved them-



#### THE FIRST KILLED

Corporal T. W. Priday (above), of the King's Shropshire Light Infantry, was the first British soldier to be killed in action in the war. He was killed on December 9, 1914, while leading a patrol towards the German lines.

Photo: Speed & General

selves proficient in the most difficult and dangerous ways of making war. As dusk fell the khaki-clad patrols climbed over the parapet and crawled out through the gaps in the wire into the unknown. They

moved here and there, searched houses and villages whose civilian population had long been evacuated, were on the look-out for traces of the passage of their opposite numbers in the German ranks. Always they had to be on the very tip-top of alertness, with hands ready to shoot and eyes keen for the slightest suggestion of a well-placed "hooby trap" such as both sides delighted to plant.

About a week after the King returned to England the B.E.F. suffered its first battle-field casualties in the war. "The British have their wounded and even their dead on French soil once again," ran the French communiqué, and it was semi-officially announced in Paris later that the casualties had been incurred in a skirmish in the neighbourhood of Buschdorf, near the Luxembourg frontier, and that the men engaged were Middlesex who were out on patrol when they came in contact with a German band on a similar mission. Then it was that for the first time since the end of the Great War in 1918 Briton and German were at death grips, wielding rifle and hand-grenade in the night that enveloped "No-man's-land." A night or two later there was a similar skirmish: shots were exchanged and bombs thrown, all with a view to taking prisoners from whom vital information might be extracted.

One of the British wounded in these night reconnaissances was a sergeant-major of sixteen years' Army service, and when Mr. Douglas Williams of the "Daily Telegraph" went to see him

#### BRIDGE BETWEEN BELLIGERENTS

This is the bridge, which spans the Rhine at Strasbourg. On the left is the French side of the bridge, showing the blockhouse commanding the approach. (See also page 173.) The device surmounting the left-hand blockhouse is the badge of the Régiment du Bas-Rhin. On the right is the German side of the bridge, showing similar protective measures and camouflage netting.

Photo: Illustrated Press





in the whitewashed ward of a French hospital in a town behind the Maginot Line, he had an interesting story to tell.

On the night in question he had received orders to take out on patrol a small party of a Midland regiment. It was bitterly cold, with occasional flurries of snow and pitch dark. Wearing warm leather jockins over their bath dress and high rubber boots, and armed with rifles and hand grenades, the little party left the security of their own lines and went out into "No-man's-land," worming their way over rough ground,

so they returned to attend to their wounded. A man was dispatched to company headquarters to ask for stretcher-bearers, and pending their arrival they made ready to return the way they had come. The wounded were carefully handled into greatcoats and carried by four ~~men~~ each holding a corner of the coat, ~~across~~ the uneven and treacherous ground until they encountered the relief party. So with the wounded sergeant-major at its head the little party made its way across two miles of mud and water. Every twenty

William Friday, who fell while leading a patrol on December 3. The French losses in the first three months of war on the West were stated by M. Daladier just before Christmas to be 1,136 soldiers and 42 airmen. How different from 1914, when by Christmas Britain and France had to mourn the loss of ~~more~~ half-a-million of brave lives! No fact could be more eloquent of the extraordinary difference in the opening stages of the First Great War and of the Second.

Far truer of 1939 than at any time between 1914 and 1918 was it to say that it was "All quiet on the Western Front." The great offensive, ~~as~~ often threatened by the enemy, ~~was~~ long anticipated. Watch and posted and so carefully. Wait prepared for by the

Allies, turned. Day after day, night after night, the French and British outposts ~~watched~~ the fields that separated them from the German outposts, and ~~the~~ the grey-clad hordes did not come. Those who knew of what would meet them if once they left their lines—the withering, unwitherable fire of artillery and machine-gun of Bren and rifle—could not find it in their hearts to blame the foe's inactivity. But all the same it was definitely boring. "We came out here for a war," the Bishop of Fulham was told during a visit to the front, "and we want to know when ~~it~~ is going to begin."

In combating this sense of boredom excellent work ~~was~~ done by the Entertainments National Service Association (E.N.S.A.) in association with the Navy, Army and Air Force Institutes (N.A.A.F.I.). Cinema units and companies of theatrical and music-hall artists went to France and put on excellent programmes, which ~~was~~ accorded the ~~most~~ sincere and whole-hearted appreciation.

There were some who urged that something should be done to break ~~an~~ military fashion what they described as the "stalemate" on the Western Front. This view ~~was~~ effectively countered by M. Daladier in his address to the French Chamber on November 30. "Contrary to all forecasts," he said, "military operations have not yet developed with that violence and that fast and brutal extension over wide fronts which they seemed likely to assume. But," went on the Premier, "we ought not to take this initiative. This ~~is~~ is to us a ~~game~~ for our security and our liberty. Our rule for those who defend us is economy in blood and economy in suffering. Conquerors hunched out on adventure can sacrifice



#### PRISONERS IN FRANCE

As well as a German M.C.O. assembles ~~the~~ men under his charge and reports to one of the French camp officers, who, according to custom, returns his salute. These then, in a French guest-of-war ~~camp~~ ~~land~~ better than many of their compatriots ~~are~~ languished in German concentration camps.

Photo, Courtesy of the French Embassy

crawling through holes half-filled with water, and ~~then~~ and again having to stop to cut the wire against which they bumped in the dark. Keeping their direction by a ruddy-flame-lit compass, they made excellent progress in their patrol until they reached a gully, when, all of a sudden, a mine went up. Several of the party were wounded, including the sergeant-major. Although bleeding profusely from a number of small wounds in the head and shoulders, the latter rallied his men and at once pushed on to see if any Germans were around. A volley ~~was~~ fired into the dark, but no reply was forthcoming.

or thirty yards a brief halt was made to rest the bearers and to give the wounded a relief from the involuntary jolting. At last, just ~~as~~ dawn was breaking, the party threaded the wire that lay before the British positions and, weary but by no means down-hearted, tumbled into their advanced lines.

It was on November 19 that the first announcement of the death from wounds of a member of the B.E.F. was issued. The name was that of Lieut. P. O. S. Milward, who died of wounds on December 16. Later it ~~was~~ stated that the first British soldier killed in action was Corporal Thomas



### CHRISTMAS ON THE WESTERN FRONT

Although it is difficult to reconcile the "good will" sentiments of Christmas with warfare, the traditional festival brought some moments of cheer into the dangerous and often monotonous existence of the soldiers at the Front. Our photographs show how soldiers of the German (above), French (right) and British (below) armies kept the Christmas of 1939 in unaccustomed surroundings, far from their own folk.

Photos, Kraganov: Courtesy of the French Embassy, Boston  
Official Photobank: Casson Copyright





#### THE PREMIER SEES FOR HIMSELF

Neville Chamberlain is seen **here** during a **visit** to the Western Front, inspecting a British field gun in its camouflaged emplacement. On his return to London, the Premier praised the R.E.F. and said: "I am deeply amazed at the progress they have made."

British Official Photograph—Crown Copyright

hundreds and thousands of men to mind and allowances. Those who defend their soil and their liberty are careful to avoid as far as possible the sacrifice of human lives. Such is the rule of our Government and the chiefs of our Armies. Yet while husbanding the blood of Frenchmen we are accomplishing without truce or respite powerful means which gave us the certainty of being able to break their assaults and which would permit us, if necessary, to attack at the right moment with the minimum of losses and the certainty of success."

It was during this state of semi-war, in which the huge armies frowned on one another from behind massive fortifications and the only fighting was between patrols and outposts in the indeterminate wastes that lay between the rival lines, that Christmas of 1939 dawned. Heavy frost covered the countryside with rime, and the men on duty in the outposts strained their eyes to see through billowing banks of fog. The guns were mostly silent, though for some days past an artillery duel had been intermittent. Behind the line in their billets and log huts and arrangements the British troops had traditional Christmas fare and a bumper mail of letters and parcels, and even just behind the outposts held by the British in their sector of the Maginot Line there was a

turkey for every thirty-two men and a Christmas pudding for every sixteen—roast-cooked, of course, for in those exposed positions, within sight of the enemy, no fires were permitted.

Amongst the French Christmas passed in the same peaceful fashion. The great guns roared now and again, but there were no infantry attacks. In the huge subterranean forts of the Maginot Line and in the churches of the little villages in the rear, midnight Mass was celebrated by priests who in this way as in the last found their duty at the front. Champagne, hot wine, cigars, thousands and thousands of parcels, Christmas trees, cinematograph shows, and even marionette plays in which the actors were men in uniform—these were the incidentals in the French celebrations of the festival of Noel.

General Gamelin, Supreme Commander of the Allied Armies, issued two special Christmas messages to the troops. The first, dated from General Headquarters on December 23, ran: "On the approach of the New Year the Commander-in-Chief sends to the whole army his most affectionate greetings. The brilliant actions of the forces, the numerous labours of our brave men gauge of success."

In the second the Generalissimo addressed the British Army. "Soldiers of the British Empire," it ran, "and

particularly you who are serving in France under Lord Gort, I send you the very warm Christmas greetings of your comrades of the French Armies. The festival of Christmas stands for the future, and our effort in this way is creating the future. That future will be what we all mean it to be, for the courage of our men is unquenchable."

Then we may quote the message of good cheer to the peoples of the Empire by Lord Gort. "Once more," he said, "within the memory of many of us, a British Expeditionary Force is spending Christmas in France, and once again under the leadership of a great soldier of France the Allied Armies stand united to resist aggression. In the year that lies ahead difficulties and dangers will undoubtedly arise, . . . but they will be surmounted owing, on the one hand, to the close understanding which today exists between the French nation and ourselves, and, on the other hand, to the knowledge that your thoughts are with us at all times. . . . In whatever part of the Empire you may dwell I extend to you all cordial good wishes for Christmas and the New Year."

So, the year 1939 drew to a close: four months had passed during which the opposing forces had never got beyond grips. In the opening weeks the German military machine had been fully occupied in crushing Polish resistance—and the French were able to complete their mobilization and to reach the Maginot line. But it was inconceivable that Germany would stay her hand for long. The possible (and probable) strategic alternatives in a Franco-German war were familiar to any officer who had passed through a staff college of a European military service. The Germans themselves, in the years since the war of 1914-18, had virtually charted the course of an advance on France. Even in the French Press, at this period, probable Nazi moves had been predicted.

Presumably Gamelin had made the requisite dispositions to meet these contingencies, though he was at a disadvantage so far as the Franco-Belgian frontier was concerned, for co-operation between France and Belgium had not been arranged by any formal Staff purporting, if indeed it had been officially discussed at all. The French frontier on that side lay open to an invader who chose to violate Belgian neutrality, for only comparatively weak defences had been built on the stretch from Montmédy to the Channel coast. Belgium herself, anxious to preserve scrupulous neutrality, had frowned upon the construction of anything stronger.





#### DESTRUCTION WROUGHT IN BORDERLINE BATTLES

In the upper photograph two French soldiers are keeping watch from the windows of a ruined house on the Moselle front, while a third guards the cellar passage. At the bottom (left), the unfortunate fate of a house in a German village caught between two fires. Right, a "booby trap" laid by the French, consisting of hand grenades attached to a cart. Such traps were numerous in No-man's-land.

*Photos, Keystone*

## TO THE WOMEN OF THE ALLIED PEOPLES

With many fields of national service open to them, women joined energetically in the prosecution of the War, and to these active participants the Queen paid tribute in her broadcast on November 11, 1939. With perhaps even more sympathy did Her Majesty and Mrs. Chamberlain—speaking to the women of France—acclaim the quiet courage of those who carried on at home, enduring separation and the monotony and petty hardships of the daily round.

**T**he last time I broadcast as sovereign was at Halifax, Nova Scotia, when I said a few words of farewell to all the women and children who had welcomed the King and myself so kindly during our visits to Canada and the United States of America.

The world was then at peace, and for some happy years we had moved in an atmosphere of such good will and human kindness that the very idea of strife and bloodshed seemed impossible. The recollection of it still warms my heart and gives me courage.

I speak today in circumstances sadly different. For twenty years we have kept this day of remembrance as one consecrated to the memory of just and never-to-be-forgotten sacrifice, and now the peace which that sacrifice made possible has been broken, and once again we have been faced with war.

I know that you would wish me to video, in the name of the women of the British Empire, our deep and abiding sympathy with those on whom the first cruel and shattering blows have fallen—the women of Poland. Nor do we forget the gallant womanhood of France, who are called on to share with us again the hardships and sorrows of war.

War has at all times called for the fortitude of women. Even in other days, when it was an affair of the fighting forces only, wives and mothers at home suffered constant anxiety for their dear ones and too often the anxiety of bereavement. Their lot was all the harder because they felt that they could do so little beyond heartening, through their own courage and devotion, the men at the front.

Now this is all changed, for we, as well as men, have our part and vital work to do. To us also is given the proud privilege of serving our country in her hour of need.

The call has come, and from my heart I thank you, the women of my great Empire, for the way that you have answered it. The tasks that you have undertaken whether at home or in distant lands, cover every field of national service, and I would like to pay my tribute to all of you who are giving such splendid and unselfish help in this time of trouble.

### Courage in Facing Monotonous Duties

At the same time I do not forget the humbler part which so many of you have to play in these trying times. I know that it is not so difficult to do the big things. The novelty, the excitement of the new and interesting duties have an exhilaration of their own. But these tasks are not for every woman. It is the husband and the worries and irritations in carrying on war-time life in ordinary homes which are so often hard to bear.

Many of you have had to see your family life broken up—your husband going off to his allotted task—your children evacuated to places of greater safety. The King and I know what it means to be parted from our children, and we can sympathize with those of you who have bravely submitted to this separation for the sake of your little ones.

Equally do we appreciate the hospitality shown by those of you who have opened your homes to strangers and to children sent from places of special danger. All this, I know, has meant sacrifice, and I would say to those who are feeling the strain: Be assured that in carrying on your home duties and meeting all these various sacrifices, you are giving real service to the country.

You are taking your part in keeping the home-front which will have dangers of its own, stable and strong.

It is, after all, for our homes and for their security that we are fighting, and we must see to it that, despite all the difficulties of these days, our homes do not lose their very qualities which make them the background as well as the joy of our lives.

Women of all lands, yours for the day when it will be possible to set about building a new and better world, whose peace and good will shall abide. That day must come.

Meanwhile to all of you, in every corner of the Empire, who are doing such fine work in all our services or who are carrying on at home amidst the trials of these days I would give a message of hope and encouragement.

We have all a part to play and I know you will not fail in spirit, remembering always that the greater your courage and devotion, the sooner shall we see again in our midst the happy ordered life for which we long.

Only when we have won through to an enduring peace shall we be free to work unhindered for the greater happiness and well-being of all mankind.

We put our trust in God. Who is our refuge and strength in all times of trouble. I pray with all my heart that He may bless and guide and keep you always.

Mrs. Chamberlain in a Broadcast to the Women of France, December 31, 1939

**T**oday our two countries are sharing the trials and sorrows of war. I am convinced that the feelings of friendship which already bind us together have gained a new depth and a new force by the sacrifices which we are both being called upon to make on behalf of a cause which is in effect that of all humanity. The past four months have brought to many of you hardships, and separations from those you love. The same among you, as among the women of England, this New Year will be saddened by mourning for those who have made the supreme sacrifice for their country. To these I would say, we know that their loss is not and will not be in vain for they will have helped to make secure the future for our children.

I would like to send my special greetings to those who have been compelled for the time being to leave their homes in the Eastern Province or in other dangerous areas. We know how from our own personal experience how many serious problems are set up by this necessary transfer of population, but whether you are in your own homes or billeted in those of others, whether you are looking after your family or are engaged in work on the land, in industry, or in the service of the State, you are playing an essential part in the National Defence and you must feel happy in knowing that you are making your contribution to this great victory.

We in this country admire the wonderful spirit which inspires your husbands, your brothers, and your sons, who are defending their country on land, in the sea, and in the air. We share your pride in their achievements and we are grateful for the part they are playing in the common cause.

I receive many letters not only from French mothers and wives but also from French soldiers. These letters help me to understand something of your individual thoughts, and I have learned how much your fortitude and your courage sustain your fighting men. That indomitable fortitude has always been one of your most noble characteristics.

My husband, in describing to me his visit to France just before Christmas, spoke of the courage of the women of France and of the great kindness which you are showing to our soldiers. Such kindness of heart is a bond which draws even more closely together the women of our two countries.

War has always meant for women hardship and sorrow and modern war brings to every one of us some measure of suffering or worry, but we bear them with fortitude because we can look forward with confidence in the triumph of our cause, and in that day when victory is ours and we have won through to an enduring peace it will be our common aim to work together for the happiness and well-being of mankind.

# WOMEN'S EFFORT IN THE EARLY STAGES OF THE WAR: A MAGNIFICENT RALLY

*Women Rallied to the Call even Before War Broke Out—Vital Work in the A.R.P. Services—The Auxiliary Territorial Service—Women in the R.A.F. and R.N. Auxiliaries—Firewomen of the A.F.S.—Ambulance Drivers—Women's Voluntary Services—Hospital Ships on the Thames—The Land Army—First Aid and Nursing Services—Work in the Canteens*

**W**OMEN love peace perhaps more than men. War means much to them; it means probably, of their nearest and dearest, the wrecking of their home; yet they enter into war work with even more fervour than the men. It is because they are still new to it. Just as the child is so proud to have a tiny dust-pan and brush because she feels she is doing something real to help—the dust-pan and brush have not yet become the symbol of toil—so the women in the War Services look not at the toil but at the symbol which they are so proud to wield.

They worked hard preparing for the war that women drivers in the Auxiliary Territorial Service who went to camp in August, 1939, had to go to bed for a day before returning to their normal occupations! The officers of the A.T.S. were thankful for that week or fortnight in camp which meant that the women came into touch with real Army life; they learned to use the Army cooking stoves, which are quite different from those in a modern flat; they got used to sleeping on Army "biscuits."

In preparation for war the Royal Air Force Companies of the A.T.S. were in July, 1939, invited to join the

Women's Auxiliary Air Force. Thereupon the W.A.A.F. they abandoned the name "Wrens," which the Women's Royal Air Force had borne in the war of 1914-18. The "Wrens" had already been consigned to the history of the First Great War, and the "Ais" had taken their place; the "Wrens" alone survived. Eagerly the "Wrens" of the last war read the Admiralty's announcement in the spring of 1939 that a new W.R.N.S. was to be formed. Their hopes of serving the Navy again, however, were doomed for the majority at the outset. The new service was only for women living near the big naval ports, and the age limit was 18-50. The outbreak of war, therefore, found but a nucleus of women working at the ports.

The firewomen were the first women in uniform to attract the attention of

Londoners before the war began. An early in April, 1939, clad in smart navy double-breasted jackets with silver buttons, and wearing ski-ing caps having the A.F.S. badge in red, they made many recruits outside County Hall beside the Auxiliary Fire Brigade during the L.C.O. jubilee celebrations.

Some of them had actually enrolled in the spring of 1938, and the September crisis increased their numbers; but it was in July, 1939, that recruiting became really fast. Mobilization on September 1 found a body of keen firewomen ready trained, for they had given their spare time to making themselves proficient. Later they numbered 4,500 full-time and 1,117 part-time auxiliaries in London alone. In their preparations they were but part of the great Air Raid Precaution Army. The Women Auxiliary Ambu-

lance drivers had passed their test in spare time more than a year before war began. They had been to first-aid lectures; they had driven in the dark without lights. When war was declared, all they had to do was to don their trousers and take regular shifts night and day at their garages.

The first-aid lectures were given in those early days in the street beside an ambulance. One of the number acted as patient, selecting her own ailment; and after being given attention, she was driven to the nearest hospital. The ambulances for the most part were tradesmen's cabs fitted up with stretchers.

Boredom did not hit the ambulance drivers as hard as some of the workers who waited for air raids which did come. Taxi-cab drivers were attached to each London ambulance station in



**'ATS' AT WORK IN AN ARMOURY**

(Photo. 1071)

Succeeding the once-famous "Wrens," the "Ais," as 100 members of the Auxiliary Territorial Service were called, helped the country by releasing men in the Army from many routine duties. Above, two "Ais" are in an armory, one cleaning a rifle with a regulating pull-through, and the other adjusting an anti-tank rifle.





## WOMEN SERVANTS OF THE NATIONAL CAUSE

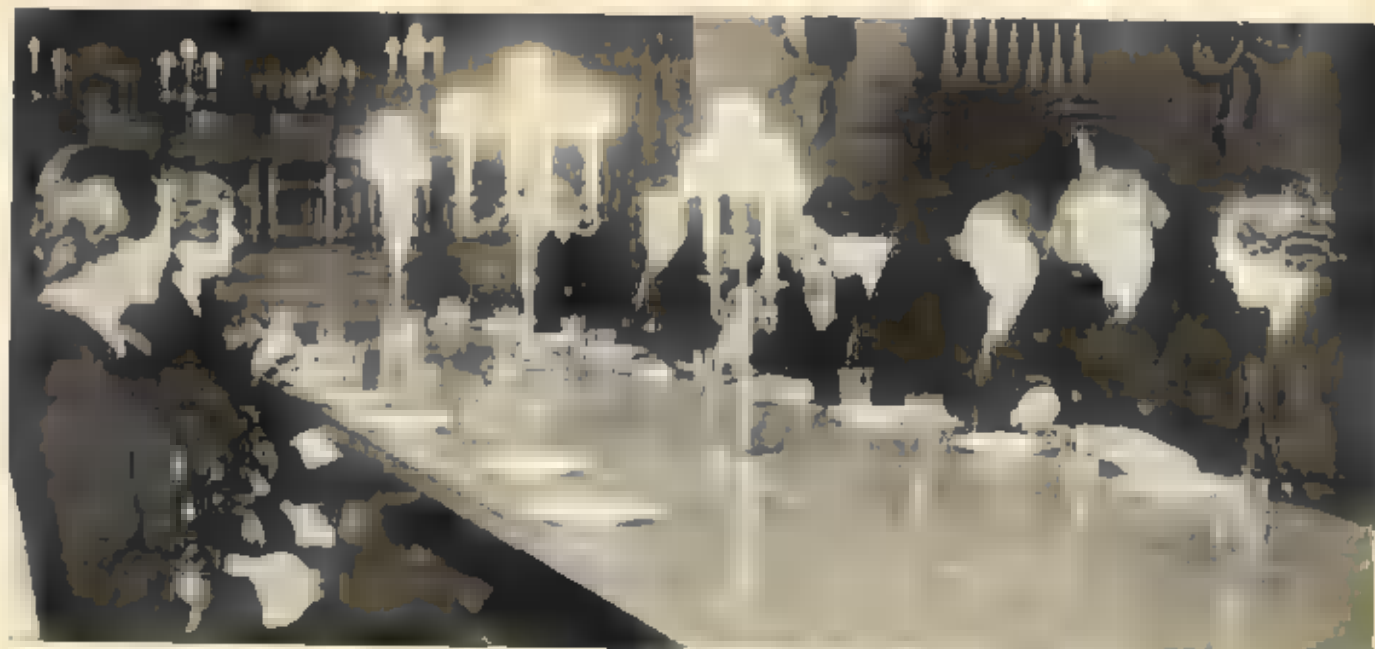
From the beginning of the war Queen Elizabeth set an example to the women of the nation, and every woman took her part in the war inspired by her encouragement. On the left she is seen working with members of the Household Staff at Buckingham Palace. Below, Her Royal Highness the Princess Royal (at the head of the table) is seen at work with some ladies of Harwood, making hospital supplies.

Photos: Kingston, Tupper Press, Universal Pictorial Press, Herald International Photos; Agence de la Presse



Above, left, Mrs. Laughton Matthews, leader of the Women's Royal Naval Service; on right, Lady Hazel Oliver, chief of the Y.A.D. Below, left, Dame Joanita Cruickshank, Matron-in-Chief of the British Red Cross and the Order of St. John in Jerusalem; center, Dame Helen Constance Vaughan, Commandant of the Auxiliary Territorial Service; right, Miss K. J. Trevelyan, former Director of the Women's Auxiliary Air Force.





### 'WRENS' IN AN HISTORIC SITTING

Above, members of the Women's Royal Naval Service are seen at lunch in the famous Painted Hall of the Naval College at Greenwich, from which many **Wrens** heroes of the past have graduated.

Photo, F. S. S.

order to teach the woman drivers knowledge of London, and great were the arguments! The woman, who had all driven their **cars** in London, thought privately that they knew their way about just as well as the taxi-men. The men were the teachers, however, and they **were** bound to stick to what they called their "route" in spite of the arguments of the ladies.

A kind of exhilaration possessed women during the first few days of the war, for they felt they were wanted. Had **not** the Home Secretary invited the Dowager Lady Reading, in June, 1938, to form the biggest women's organization ever known for civil defence? Were not the three Women's National Services already organized, called into being by the Navy, the Army, and the Royal Air Force? Looking back to 1914, women remembered that it was then two solid years before they had had Queen Mary's Army Auxiliary Corps, and three **years** before the Women's Land Army was allowed.

It is true that in September, 1939, over 5,000 business and professional women were on the register of the Women's Employment Federation awaiting war work, but Mrs. Oliver Strachey, the Secretary, said:

"At any rate, prejudice is not holding up the work as it did in 1914. After the last war I think the Government realized that women, both paid and unpaid, were a reserve of strength, and they thought they would use it straight away this time."

The change in the attitude of the Government is strikingly illustrated by the inclusion of women for the first time in the Army Medical Corps. Almost on the exact parallel **was** that the announcement was made, in 1939, **that** women doctors were to have the **same** pay as even in the R.A.M.C., Dr. Elsie Inglis in 1914 **was** to **the** War Office **was** offered her services with

those of other medical women. The Chief of the Medical Service said to effect: "My dear lady, the best thing you can do is to go home and keep quiet!"

At the outbreak of war Women's Voluntary Services numbered 370,000



### READY TO ANSWER THE CALL

Women members of the Auxiliary Fire Service stand by day and night in emergency **cases**. These girls are on duty in **the** telephone control room at a London **fire** station.

Photo, Keystone

members, and the Government and the local authorities were already **using** them for the evacuation of children and mothers and hospital patients. During the first month of the war over 90,000 volunteers were enrolled, bringing the total since June, 1938, up to nearly half a million. A one-way **pass** **was** to be arranged at the London headquarters for the 11,000 volunteers in September. As many as 1,000 women were interviewed in a day, and either enrolled for civil defence work or passed on to their appropriate service.

There was work in plenty for the injured women or the women who could work without pay. During the **years** of 1914-18 it had been the industrial women who were in distress, and the Queen's Work for Women Fund had **been** provide workrooms for **them**. This time it was the business and professional **women** for whom special registers had to be opened—but with very little result, because of lack of work. The British Federation of Business and Professional Women collected reports of unemployment and evidence of hardships resulting from **the** war.

Visiting teachers of art, music, etc., **were** left behind in towns from which children were evacuated. Their **work**, of course, went on, and they were faced with the maintenance, sometimes, of dependants. Between 21 per cent and 40 per cent of a membership of 11,500 of the Chartered Society of Massage and Medical Gymnastics were thrown out **of** employment. Nine hundred full-time professional artists, of whom **was**





### WOMEN AT THE WHEEL

The First Aid Nursing Yeomanry found in 1910, and "Fanny," as its members were inevitably called, did indeed "yeoman" during the war of 1914-18. 1939 found them ready once again, and on the left Princess Alice, Countess of Athlone, is seen inspecting members of a F.A.N.Y. Ambulance before their departure for Finland in ambulances provided by the Canadian Red Cross. Above, women of a Motor Transport Training Corps are being given an explanation of French traffic signs they are likely to encounter.

Photo. For L.N.O.



were women, lost their employment on the outbreak of war.

Secretaries, book-keepers, and other people holding office positions of trust were dismissed wholesale, in most cases with only a week's salary. A large percentage of housekeepers and hotel and institution managers lost their posts. These and other cases of hardship were presented to women M.P.s in the House of Commons on November 22 by a deputation, organized by the British Federation of Business and Professional Women, of 14 professional groups representing about 20,000 women. Miss Caroline Haskett, the chairman, and Mrs. Howard Roberts, the hon. secretary, led them. It was a meeting that drew the business women together. Lady Astor, in the chair, invited them to meet for discussion at

her home once a month. The women M.P.s decided to ask the Minister of Labour to meet them and discuss the unemployment of business and professional women. Mr. Ernest Brown accepted at once, and on November 28 an informal meeting took place in the House of Commons. As a result, both the women M.P.s and the Federation were satisfied that when work for which business or professional women were eligible became available in the national services, preference would be given to women who had lost employment through the war. Further, the women's representatives felt that they had impressed upon the Minister that business women should have special consideration in Employment Exchange. The Minister proposed to have a supplementary register for men and women of business or professional type, and this was discussed with the Federation.

Women's special contribution to the promotion of the war is in two main directions:

(a) in releasing men by the Women's Service, and (b) in the performance of work which only women can do.

The Auxiliary Territorial Service aims at releasing soldiers from any work a woman can do. They take over the cook-house, even with the great old-fashioned ovens and cauldrons, stone

floors, steps leading to it. The "Ais" take over the cleaning under the prodigious Orderlies; they are the part of kitchenmaids and housemaids. Those who have been parlour-maids are detailed to wait on the officers.

The "Ais" also look after the stores, fitting the men with boots and other equipment, as well as the women. Office routine was different in the Army than a three weeks' course of training is given the clerical company of the A.T.S. at the headquarters of the Eastern Command. They learn, for instance, that in the army a letter is never addressed "Dear Sir": it is always in impersonal form. They have become familiar with a variety of names.

Women motor drivers relieve the men of driving the lighter lorries and transport vans; they drive officers and take messages. In their spare time the drivers attend to the maintenance and repairs.

All kinds of women have enrolled: laundress girls, buyers in shops and ship stores, dressmakers, hairdressers, factory girls and domestic workers, secretaries, and teachers. They are treated very much as soldiers, and it is their pride that it is so. Rations are the same as for men, but women have four-fifths of the man's ration: the pay is two-thirds of that of the corresponding army rank. Leave is the



#### A GENERATION APART

In 1939, as twenty-five years before, the women of Britain gladly carried on the work of their forefathers called over-sea. The spirit of the country had not changed, but the fashions had as we see by comparing the photographs on the left showing the post-war women of 1914-18 and of 1940.



#### WOMEN WARTIME WORKERS

Certainly the two "conductresses" of 1940 is a smaller figure than her predecessor of a generation before, as can be seen by the two photographs above, but they both put the same "punch" into their work. Even the more muscular jobs are not the exclusive prerogative of men, and the "weaker sex" shows to good advantage in wartime—as the photographs of women porters (1914 and 1940) on the right testify.

*Photo, Lenz, Topical Press*



same. The freedom of the service is very remarkable and the attitude of the officers is modern and democratic. Dame Helen Gwynne-Vaughan, the Director, was Chief Controller of the Queen Mary's Army Auxiliary Corps in France in 1917, and later she directed the Women's Royal Air Force. She understands young people and she has selected officers with the same quality. Miss K. J. Trevelius Forbes, Director of the Women's Auxiliary Air Force, was one of her officers in the A.T.S. She commanded her own W.A.F. Company. Then, when the Women's Auxiliary Air Force was formed in June, 1939, a

that the women cannot—except by. They are proud to be with the balloon squadrons even though it is only as cooks, clerks, and fabric workers. They are paid two-thirds of the men's pay and have four-fifths of the men's rations.

For two weeks the W.A.A.F. recruits are at a training depot, where they are drilled by a sergeant of the R.A.F. as well as their own sub-officers, and they learn the discipline of the service. The airwoman's uniform is the same colour and cut as the airman's.

The W.R.N.S. is a shore service, but it is very nautical. The hostels at the ports are named after ships, and the Wrens

Like the other women's services, the Wrens have a smart uniform. It has a double-breasted navy coat cut like that of a naval officer. The old type of admiral's hat has been retained for the officers, but the ratings wear a round hat with up-turned sides encircled by a ribbon with the name of their ship.

Mrs. Laughton Mathews, the Director of the W.R.N.S., was the first officer to be trained in the service during the last war. Officers have a fortnight's course at the Royal Naval College, Greenwich.

Sea-loving girls jumped at the opportunity offered by the Port of London Authority to man the hospital ships on the Thames. Their was no play time task. They slept one night on board ship and one night on land. Coming aboard sometimes meant

climbing twenty feet  
on iron ladders and

crossing over perhaps six barges. The hospital ships were the Thames pleasure steamers, and they were just off the summer run when war broke out. The first thing the girls had to do was to clean them. The crew showed them how to coil ropes and put a bucket over the side. The girls made special application to the P.L.A. for brass polish.

Exercises were held daily in taking off casualties from barges and rendering first aid. Assisting the medical officer on each ship were three fully trained nurses and ten nursing auxiliaries, two sea-rangers, and two ex-army sergeants.

First-aid posts on land under the Red Cross and St. John War Organization were dotted every few yards in the streets of London. They were in odd and interesting places—St. James's Palace, the House of Lords, an old stable. To each were attached one trained nurse controlled under the Civil Nursing Reserve and a number of Auxiliary nurses. Everything was kept ready day after day for an emergency; lotions were sterilized; dressings sterilized. Practices were often held, when a volunteer in the street had splints put on and was carried by the stretcher party to the aid post.

Most posts had their own "dirty side" for the casualties. String bags were ready for the patient in which to put his clothes, and a grease-proof bag for his valuables; a spray was provided where he could be thoroughly washed. Clean pyjamas were awaiting, a cloak and hood, and shoes, and a camp chair in which to rest.

Air Raid Wardens' posts, in which women play a large part, were just as numerous as the aid posts. They varied according to the borough, but the work was the same.



NEW FORESTS IN THE MAKING

In wartime vast areas of woodland are cut down for timber, especially for pit props, and seedling trees must be cultivated to make good the losses. Above, members of the Women's Land Army are seen covering seedlings to protect them from the frost as a nursery in Monmouthshire. (Hulton)

leader was ready. During the former war Miss Tessie Farley was in the Women's Volunteer Reserve.

The W.A.A.F. enjoys the man only on ground duties; they are not allowed to fly. In spite of that drawback 7,000 women enrolled during the first week of the war. They are not attached as a body to the R.A.F., but directly take the place of men who go to the front. Some thousands of airwomen are on air stations all over Britain.

Besides acting as cooks and orderlies, clerks and transport drivers, the women are trained as instrument mechanics. They are also teleprinter operators, telephone operators, dental surgery attendants, and sick quarters attendants. There is little that the men do

call the kitchen the gully, while food is "victuals." Stewards "clear the decks" after a meal, and invalids go to the "sick-bay." The Wrens act as cooks and stewards for ratings and officers. They work also with the admiral and his staff in clerical and secretarial capacities. The Wrens do signalling with a petty officer, and store-keeping with the naval stores officer. A woman acts as a naval postman, and collects and delivers letters to and from the ships. The Wrens who are drivers victual the ships, transport buoys and ropes, and even explosives in the armament car. The girls know no fear and drive ambulances or vans on to the pier even at night, collecting casualties or stores.





# POWERFUL DEFENDER OF FRANCE'S FRONTIERS

In 1914 the French had excellent light field artillery, but were sadly deficient in heavy guns. In 1939 France's Army was provided with great numbers of artillery both light and heavy, and here a French 155-mm. gun is seen in its camouflaged gun-pit on the Western Front. It has been christened the "Lynd Clemmy," in honour of a well-known music-hall artist.

*Photo, R. A. Wilson*



#### AIRMEN WHO PROVED THEIR WORTH

British bombers and German fighters came to grips in a great aerial battle off Heligoland, December 18, 1919, described in page 413. "The legend goes to the Wellington bomber, the official report proudly observed, 'for they resisted every effort by Germany's newest fighter planes—seven-engine Messerschmitt 100's—to break them up.' Between 80 and 100 airmen



#### HEROES OF HELIGOLAND BATTLE

were engaged in the battle. Seven British bombers failed to reach home, but though these planes were 100 miles on high, slower than their "fighter" opponents, they brought down at least six of the German aircraft (one British machine accounting for five of them). Here some of the British crews of the Wellingtons are seen back on their battle aerodrome.



#### FIRE DISCIPLINE ON THE WESTERN FRONT

Squad leaders on the Western Front, in an emplacement hidden by netting camouflage and protected by sandbags, the British sub-machine gun and steel-helmeted, is carrying out a routine drill at night. Although the first months of the war were marked by comparative quiet and little military activity, the Allies relaxed none of their precautions, and this full enabled training such as that here shown to be perfected.

*British Official Photographs, London Copyright*



In some districts women warblers patrolled the streets in pairs, in turn with the men. Girls manned the telephones at the control post, which is the nerve centre of the A.R.P.

A nurses' department was set up by the Red Cross and St. John War Organization, with Dame Joanna Craddock as Matron-in-Chief. The first activity was to enrol trained nurses for the emergency, and great care was taken that they should be first-class nurses. Personnel were supplied to the Army Nursing Service, and nurses were in reserve for the R.A.F.

"A national service has been performed by nurses in their spare time, and by un-employed nurses," said Dame Joanna. "They have instructed and examined a very large number of women in Home Nursing, under the auspices of the Red Cross and St. John. Many of the students belong to the women's voluntary movement."

Nurses have already been awarded medals for gallantry in the war. Commandant Vera Cavan, Nurse Isabel Mary Junt, and Nurse Florence Edith Walker went to the assistance of a man who had fallen out of a train on rails which they thought were electrified. The Red Cross special service was also awarded to Mrs. Walker for giving aid to an injured pilot who crashed near an aerodrome on September 26.

Little was heard of the V.A.D.s during the opening months of war, but that was only because there had been few casualties. About 20,000 V.A.D.s under the direction of Dame Beryl Oliver were ready for any emergency.

The duty of all women in war work answered the call of the Queen in her broadcast on November 12, 1939:

"We have all a part to play and I know you will not fail in yours, remembering always that the greater your courage and devotion, the sooner shall we see peace and the happier ordered life for which we long."

Her Majesty played her part valiantly from the beginning of the war. She said that the little Princesses "miss their Mummy and Daddy," but Her Majesty set an example to the mothers of the nation in not bringing her children back to London. She visited the orphaned children and had dinner with them. Every woman's work for the war received her encouragement. Although not a needlewoman, the Queen started a "Sewing Bee" at the Palace in order to aid the Red Cross.

Queen Mary, whose work in the war of 1914-18 can never be forgotten, is head of all military and naval nursing services. The maternity home for wives of officers of the three services was only one of the new war charities to

which Queen Mary at once gave her interest and help.

The Princess Royal identified herself with the Auxiliary Territorial Service from the first. When H.R.H. visited the Women's Camp at Stronsall, Yorkshire, last July, she was in the khaki uniform of the A.T.S. The Princess is Controller, West Riding, Yorkshire, and is constantly inspecting camps of the A.T.S. The Princess, like many other women, took up knitting for the soldiers. She is head of the Comforts Fund for her own Regiment, the Royal Scots (the Royal Regiment) and the

were much encouraged by the interest and kindness of this Royal lady, who came in the uniform of St. John Ambulance, and made them feel that she was one of themselves. With the same aim the Duchess visited Women's Voluntary Aid Centres and the A.R.P. posts. She worked with a Working Party in her village, and visited others.

When she came for a brief visit to Buckingham Palace it was not for a holiday, but to do her work as President of the Central Hospital Supplies of the Red Cross and St. John War Organization, and in other ways.



V.A.D. PREPARED FOR ACTION

When war came the V.A.D. at once responded to the call, ready to carry on the great work it did in the previous war. Above, V.A.D. helpers are seen at work during A.R.P. exercises at Brixton, Kent, in an underground emergency hospital built by the Borough Council.

Photo, John Topham

Royal Corps of Signals. She worked also at the Hospital Supply depot in Harwood village. With her village people and members of her household, she made bandages and splints. Her home was placed at the disposal of the British Red Cross for an auxiliary hospital.

The war work of the Duchess of Gloucester was to help her own tenant farmers to get in the harvest. She responded at once to the appeal for everybody's help by doing the stocking with her lady-in-waiting, and by lending her grooms and valets and anybody who could be spared to do the harvesting.

As deputy for the Queen, the Duchess visited first-aid posts in every town in her home county. Women who were trying not to be bored waiting for casualties (which happily did not come)

The Duchess of Kent went at once to the hospital at Iwer, where she was living when war broke out, and gave her aid in making bandages and swabs. Later she went to Scotland, constantly toured the country, visiting and encouraging the women voluntary workers in their various activities. Like other of the Royal ladies, the Duchess knitted socks and hospital stockings, and she crocheted blankets. She attended first-aid classes with naval officers and the people living on the estate.

While the Queen upheld the women's work in the South, Queen Mary and the other Royal ladies each took a different centre, and their interest and hard work were a great inspiration to women in town and country, in mansion and cottage.

## WOMEN'S SERVICES IN THE WAR

### A.R.P., Fire and Ambulance Services

#### Air Raid Precautions

There are something like 1,500,000 or 1,750,000 A.R.P. workers of whom a large proportion are women. They serve as wardens, neighbourhood, and ambulance drivers.

#### Auxiliary Ambulance Drivers

The women drivers are trained to drive in the dark, and in gas masks. They know the way to all the hospitals in their district, and they have ~~been~~ a course of first-aid training. In London alone more than 1,000 vehicles were needed, in addition to a similar number of private cars used to transport sickening casualties. Many of the drivers were women.

#### Auxiliary Fire Service

Over 5,000 women were attached to fire stations in London alone. Mrs. Koster is Commandant for South of the Thames and Mrs. Brambery Marshall for the North.

Women help the firemen all over the country. They are trained in watch-room work, firefighting, and engines. They do clerical work, drive cars, or ~~are~~ pump.

#### The Women's Land Army

From the outbreak of war up to the end of November 1918, 12,000 women received Land Army training at Government expense, and 12,000 volunteers were placed in agricultural employment. The demand at that time was not very great, as a comparatively small number of men had been ~~sent~~ up off the land. Lady Darnley is Honorary Director.

#### Women's Auxiliary Police

Borough and County Police Forces have in some cases recruited women to take over men from clerical work, the telephone, and conveying.

#### Women's Voluntary Services

Over a million voluntary workers consisted by the Divergent Lady Beeding were placed at the service of local authorities all over the country. They were invaluable in the evacuation and in A.R.P. work.

### First Aid, Nursing, Ambulance Services

#### First Aid

A trained nurse is in charge of each first-aid post, with auxiliary nurses to help her. These posts are set up in every town and village as part of the A.R.P. scheme.

#### Queen Alexandra's Royal Naval Nursing Service

R.M. Queen Mary is President. Mrs. R. M. Martin, R.N.C., is Matron-in-Chief of the Queen of the Navy.

#### Queen Alexandra's Imperial Military Nursing Service

The Army nurses also have Queen Mary on board, and Mrs. R. M. Hay, R.N.C., M.B., is Matron-in-Chief.

#### The Royal Air Force Nursing Service

The Princess Royal is head, and Mrs. R. M. Blair, R.N.C., is Matron-in-Chief.

#### Territorial Army Nursing Service

Mrs. A. M. Phillips, R.N.C., is Matron-in-Chief.

#### Nurses' Department of the Red Cross and St. John War Organization

The department supplements the work of both services. Miss Joanna Cuthbertson, R.N.C., R.N.C., is Matron-in-Chief.

#### Emergency Medical Service of the Ministry of Health

Mrs. E. E. Watt, C.N.R., R.N.C., is Principal Matron. By the end of September the Central Emergency Committee of Nursing had mobilized 15,000 trained nurses and 20,000 auxiliary nurses who had completed training. The Committee arranged for training as well as 20,000 women.

#### River Ambulance Service

Three training nurses and about ten ~~ambulance~~ 24-hour shifts on Thames steamers fitted up as hospital ships. Two men (Hampden) were ~~ambulance~~ and signallers.

### Other War Services

#### Auxiliary Territorial Service

Women between the ages of 18 and 41 years ~~volunteer~~ to take over men in the Army from cooking, orderly duties, clerical work, telephoning, store-keeping, and driving. The Queen is Commandant-in-Chief, and Jane Nolan (Wynne-Vaughan), R.N.C., Chief Controller.

#### Women's Auxiliary Air Force

Thousands of women work on R.A.F. stations all over the country as cooks, orderlies and clerks, telephone operators, transport drivers, and instrument mechanics. The Queen is Commandant-in-Chief, and Mrs. K. J. Trefry-Parker is Director.

#### Women's Royal Naval Service

Women relieve men of shore jobs at the ports and naval establishments. They do everything as well as driving, transport work, store-keeping, cooking and store-keeping work. The Queen is Commander-in-Chief, and Mrs. Langhorne Matthews is the Director.

#### Y.M.C.A.

The National Women's Auxiliary of the Y.M.C.A. runs canteens for the troops through out the country, which are open day and night. Princess Helena Victoria, the President, takes an active interest in the work.

#### Y.W.C.A.

Canteens and recreation centres for the service women were provided and ~~run~~.

#### Salvation Army

Salvation Army women officers help to run canteens for the troops at all camps. They assist with canteens at railway stations.

#### Entertainment

Gracie Fields ~~and~~ the way to entertaining the troops. Her concert in France on November 15, 1918, was such a tonic that entertainment parties were organized off to the front. Violet Loraine sang "the songs I sang to you at home." Myra Hess organized luncheon-hour concerts in London.



WOMEN PILOTS GET THEIR CHANCE

It was announced in the beginning of 1919 that women pilots of the former Civil Air Guard were to form a section of the Air Transport Auxiliary Service. Their job was to ferry new aircraft of the R.A.F. from factory to aerodrome. Some of these pilots are here seen at an aerodrome near London.



# WAR IN THE AIR—LAST TWO MONTHS OF 1939: REVIEW OF THE YEAR'S OPERATIONS

*Intensified Activity over the Sea—Coastal Command Patrols—Air Fights off Scotland—First British Aerial Encounters on the West—The Armée de l'Air—Seaplanes Lay Mines—Raid on Borkum—Security Patrols—Week of Allied Victories—Attack on German Warships near Heligoland—Raid on Firth of Forth—Raid on Land Bombing—Review of the First Four Months*

**M**OST interesting of the opening phases of the war in the air was the one with which it is proposed to deal in this chapter, a phase covering the period from October 21 to the latter part of December, 1939. During this period Germany intensified her aerial activity while still maintaining a rigid ban on the bombing of open towns and of land objectives where there might have been heavy casualties among civilians.

Two outstanding features of the German operations were the use of aircraft for mine-dropping and the use of aircraft to attack small merchant ships and fishing vessels in the North Sea. The mine-dropping came as a partial surprise and caused a good deal of comment; but the Royal Air Force and the Royal Navy rapidly devised methods for dealing with it. October 21 was notable for an attack by twelve German seaplanes on a British convoy. The attack was unsuccessful and the enemy machines were heavily engaged both by fighters and by anti-aircraft guns. On the following day, October 22, there was further activity off Scotland. Two enemy aircraft were also seen off the south-east coast. These machines were engaged by British fighters and one of them was brought down, the crew being seen to leave the wreckage of their machine in a collapsible boat.

On October 23 the Air Ministry announced that two successful attacks had been made by Royal Air Force seaplanes on U-boats.

## Coastal Command

During the whole of the period under review the Coastal Command of the Royal Air Force was engaged on continuous watch over the North Sea and parts of the Atlantic Ocean. This work, which supplements that of the Fleet Air Arm, is directed from operations rooms in much the same way as the work of the Fighter Command. Machines go out on patrols which are so correlated that enormous areas of sea are kept under almost continuous supervision and enemy activity is severely restricted. In weather these machines keep out in

patrol, and from the outbreak of war until the early part of December they had flown more than 2,000,000 miles. Once a British submarine had been damaged, it was escorted safely home by aircraft of the Coastal Command. More than once shipwrecked seamen whose ships had been sunk or disabled were saved by these machines.

On October 21 four more German aircraft were shot down by British



## AN AIR FORCE COMMANDER

The R.A.F. in France, January, 1940, under the control of Air Marshal A. S. Barratt, embodied two main elements: Army Co-operation Squadrons, commanded by Air Vice-Marshal C. H. Blount, and reconnaissance and transport units under Air Vice-Marshal P. H. L. Playfair, were based at R.A.F. Headquarters in France.

British Official Photograph. Crown Copyright

seaplanes. Two of them were rescued by a British warship after they had been adrift in their collapsible boats for three days. It was on this day that reports were circulated from Doole stating that a cluster of small balloons had been found in Riechen, and that attached to the balloons were packets of leaflets containing extracts from Herr Hitler's speeches translated into French. It was assumed that it was

the intention that these balloon clusters should drift over to French territory.

Routine reconnaissance flights were being made by the Royal Air Force throughout the month, and on October 25 places visited were Algeciras, Hamburg and Berlin. All the British machines returned safely. An Oslo report which reached London on this day stated that one of the

## Battleships

bombs dropped by Royal Air Force pilots during the raid on the district in the early days of the war fell down the funnel of the German battleship "Goeben," breaking the ship in two. This report must be discounted as obviously imaginative. There is every reason to believe that an important German warship was hit and severely damaged during the raid, but the funnel of a modern warship is not just a hole into the centre of the vessel, even supposing that a bomb did fall into a funnel, there is little likelihood that it would cause a ship of this size to break in two.

On Friday, October 27, in the United States of America, an important event occurred from the point of view of the strength of the Allies in the air: this was the voting of the United States Senate in favour of the repeal of the embargo on the sale of arms to belligerent nations. The voting was 77 to 22 and it cleared the way for the passage of the Neutrality Bill, which opened up America's armament factories to belligerents on the "cash-and-carry" basis. America's aircraft industry, though smaller than the British, was known to be a highly developed and capable of rapid expansion. Both France and Britain were using American machines for training and also for front line service. The French had some of their squadrons equipped with Curtiss single-seat fighters, and Britain was using the Lockheed twin-engined machines both for training and for Coastal Command patrol.

On October 28 a German reconnaissance machine was brought down in Scotland by Royal Air Force Spitfire fighters manned by members of the Auxiliary Air Force. The German crew



#### AIR RAIDS OF TWO WARS

In the main map above are shown air raids and coastal bombardments on Britain from 1914 to 1918, indicated by symbols explained in key. This map also shows the dates the raids of 1939. The first aircraft raid of 1914 took place over Kent on December 22 and 23, 1914, and the last one on June 17, 1918. Total 857 killed and 2,058 injured. The first ship raid took place on January 19-20, 1915, and the last on April 12-13, 1918. There were 51 ship raids in which 557 were killed and 1,358 injured. Bombardments from 1914 to 1918 killed about 125 and some 600 injured. Inset map shows probable bases from which bombing on Scotland carried out by the Germans in 1939, and distances covered by the raids.

put up a fierce resistance and fought valiantly, losing height all the time, until they were skimming the tree-tops with the British fighters still in pursuit.

The German machine was a Heinkel He 111K of recent pattern, with Junkers Jumo 211A engines and the short nose and smooth upper part to the fuselage. It carried a forward firing gun and two rearward firing guns. The R.A.F. fighters dived on it again and again, riddling it with bullets and eventually killing one of the rear gunners and wounding the other. This second gunner was the one in the turret position underneath the fuselage, and when the pilot was finally forced to land the gunner's neck was broken by the impact, for the landing was a rough one made on unsuitable ground. The enemy pilot was wounded, but when approached by police he was able to say in good English: "We surrender as prisoners of war. Please see to my

gunners in the back of the aircraft." An eye-witness described how the Royal Air Force fighters came to the attack again and again, while the German machine went lower and lower and seemed to be getting into greater and greater difficulties. The vastly superior speed of the British fighters was very noticeable. Even so it seemed that the Heinkel was a well-constructed and well-equipped machine.

On October 23 R.A.F. aeroplanes made a number of reconnaissance flights over Germany. These flights were now being made often in extremely bad weather. On one of them, the previous Friday, the cold had been so intense that the crew were sick and then so numb that they almost senseless. Ice formed on the wings, and the temperature went to 30 degrees below zero. On the engine cowling ice six inches thick was noticed.



#### RAIDER THAT DID NOT RETURN

On October 23, 1939, a German reconnaissance plane was brought down in Scotland by R.A.F. fighters after a running fight in the air. Above, the bullet-riddled enemy machine, a Heinkel He 111K, after its forced landing.

On October 31 the Air Ministry announced that British fighters had had their first opportunity to engage German bombers over French territory. Two machines were over flying very high; one of them, a Dornier, was shot down, but the other escaped. The machine shot down crashed about twenty miles from where the combat had started and went into the ground with both engines still running. The nose was buried nine feet in the earth and the petrol tanks exploded, so that fragments were scattered over a wide area.

Lord Nuffield was appointed Director-General of Maintenance at the Air Ministry on November 1. He was made responsible to the Air Council through the Air Member for Supply and Organization. His assistant was Mr. Oliver Boden. Maintenance was recognized as a side of supply which would come into increasing prominence as the intensity of air war increased, and the appointment of Lord Nuffield was generally approved.

On November 2 the King concluded a two days' visit to Royal Air Force stations in the North of England and the Midlands. During his tour he decorated five men and spoke to the pilots who had bombed Cuxhaven, as well as the first man to fly over Berlin and Potsdam. He also talked with a South African pilot who had sunk a U-boat.

On November 6 occurred the biggest aerial battle up to that date, and it resulted in a brilliant success for the

Allies. It was fought between twenty-seven German Messerschmitt single-seater fighters and nine French Curtiss single-seater fighters manned by pilots of the "Armée de l'Air." Some reports stated that the Messerschmitts were in the act of chasing a single British machine which they had caught over Germany, and that the French fighters came down upon them and succeeded in surprising them. The fight raged from between ground level and 10,000 feet, and was fought by French pilots with incomparable dash and brilliance.

A remarkable account of this combat was subsequently given in the French technical press by one of the French pilots who had himself brought down two German machines. He emphasized that the combats were terrific, with the speeds in the dive often going up to more than 100 miles an hour. He mentioned the tremendous physical effort needed to keep a watch on the enemy when turning sharply at high speed, and when subject to big centrifugal force, which seemed to drive the pilot down through his seat and make his head feel as if it would burst. The first success obtained by this pilot resulted in the German pilot leaping from his disabled machine with his parachute and landing somewhere near the Maginot Line. The second victory resulted in the Messerschmitt going down in flames and falling into a pine wood. The Messerschmitts concerned were the 109 single-engined type. The fight mostly circled round the hilly region of Saarland, and the



#### ROYAL INVESTITURE

Above, King George is seen bestowing the D.F.M. upon Sergeant W. E. Weller, who took over the controls of an aircraft during combat with the enemy when the pilot was shot through the head. Among others decorated at this investiture were the R.A.F. officers seen in pages 72 and 93.

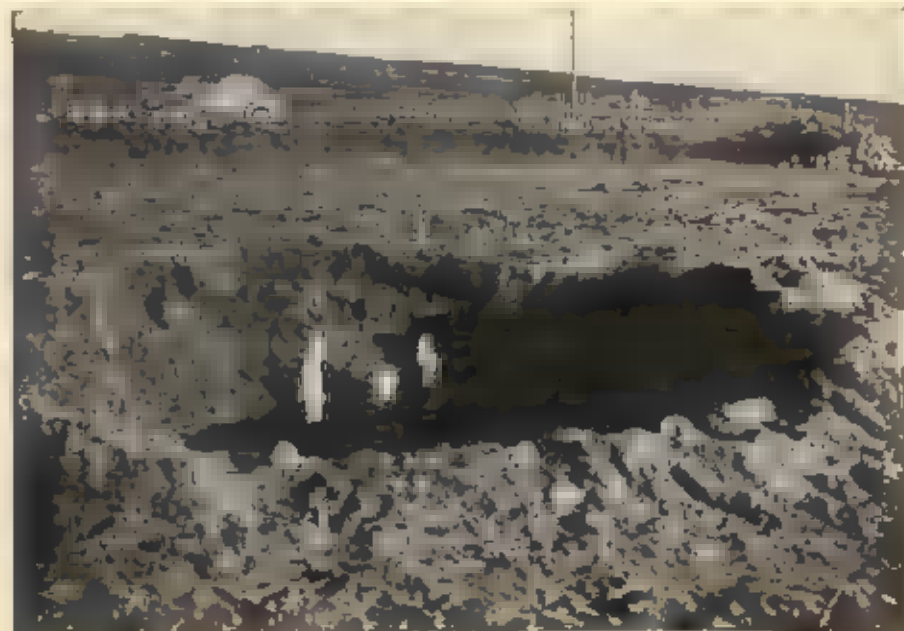
(Photo, Negropoulos)

German machines were pursued as far as the German town of Metz.

On November 8 a fine single-handed battle was fought by a British fighter pilot in France against a German Dornier 17 aeroplane engaged on reconnaissance. The R.A.F. pilot was in the air when he noticed anti-aircraft shell bursts.

#### Thrilling Dog-Fight

He flew towards them and then observed a Dornier 17 flying extremely high. He climbed and the Dornier climbed too. Eventually the British fighter, a Hawker Hurricane with fixed-pitch wooden airscrew, managed to close with the German machine at the great height of 27,000 feet. As the Hurricane approached, its guns were opened by the German rear gunner. At the first burst from the British machine her pilot (a New Zealander) gained the impression that he had hit the port engine. The German began to lose height and the British pilot broke off the combat, turning steeply and watching the enemy machine. Almost at once it sought to escape into a cloud layer, but the British pilot closed again and, in his own words, "gave the enemy all he had" in the way of gunfire, opening his eight guns at about 200 yards and firing



#### RABBIT 'TAS THAT

The crater received frequent visits from enemy aircraft, and the crater seen above was dropped from one of these raiders on November 23, 1930, when the first actually fell on British soil. Only casually, a rabbit, is being proudly exhibited by the standing in the crater.

(Photo, Associated Press)



continuously while closing to an estimated distance of 50 yards and only just avoiding collision with the enemy machine. The latter then went into a very steep dive with the Hurricane following. The British pilot thought that this might be an attempt to escape, and followed. The German dived more steeply until it was plunging vertically earthwards, with the Hurricane plunging after it. The speed reached must have been extremely high, for afterwards the Hurricane was found to have stripped some of the fabric off the top surfaces of its wings, a result of exceptionally great dynamic forces.



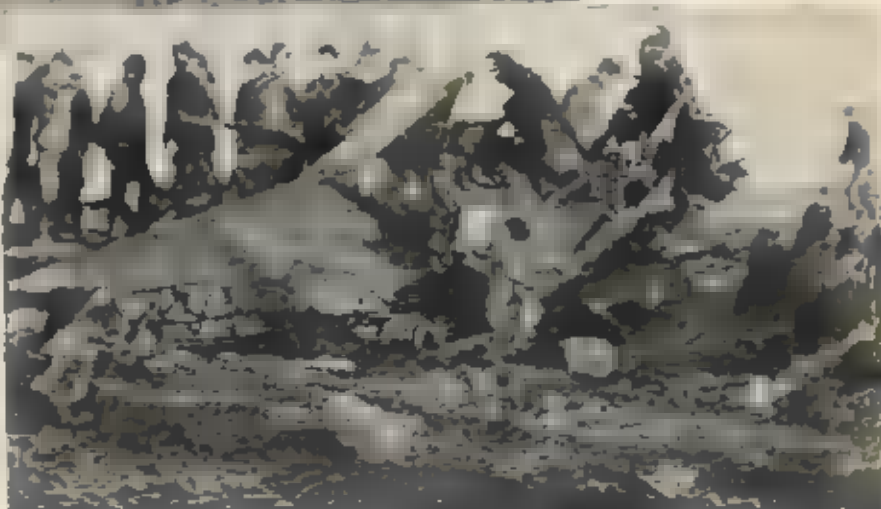
### WHEN NINE BEAT TWENTY-SEVEN

This remarkable series of photographs from the "Pulse" show the fight in an air fight in the sky, when nine French biplanes attacked a group of 27 German machines. The nine French planes are flying in formation in the left, and the 27 German aircraft are flying in a loose formation on the right. The German aircraft are in a loose formation, and the French aircraft are in a tight formation. The German aircraft are in a loose formation, and the French aircraft are in a tight formation. The German aircraft are in a loose formation, and the French aircraft are in a tight formation.

Continued on "Pulse" page 10

The German machine never pulled out of its dive, but continued until it went into the middle of the main road running through a small French village. The wreckage testified to the force of the impact. Although the road was a metalled one of good quality, the engine had gone so deeply into it that no part of that could be distinguished. The largest piece of the machine that was left was no bigger than a dining-room chair, and that was from the extreme tail. The bodies of the crew were torn to small pieces, some of which were thrown a long distance and found in the trees of the orchard.

On November 10 there was another R.A.F. victory when nine machines of the Coastal Command forced a German flying boat down on to the water off the East Coast. The German crew took to their collapsible boat. On the day following this event there were more British reconnaissance flights over Germany, including the towns of Stuttgart, Mannheim, and Nuremberg, and on the other hand, there was an air-raid warning sounded in London. On November 13 two air-raid warnings were made by the Germans to the Shetland Islands. In



If twenty German were dropped and four aeroplanes took part. No ships were hit and no damage was done except to a rabbit hole to the windows of an uninhabited house. The bombs were thought mostly to have been about 50 kilograms (110 lb.) in weight. On the day following this raid German machines were again reported over the same district. The German claim for the Shetlands raid was that two German planes had been destroyed and that a

mine had been hit. These statements were subsequently denied in Britain.

On November 17 air-raid warnings were sounded in a large number of districts in the Midlands—in South Lancashire, Cheshire and North Wales. The Observer Corps had detected a reconnaissance aeroplane, thought to be a Heinkel, and alarm sirens were sounded in thirteen towns. It was subsequently suggested that no enemy machine had been in these districts, but





### BRITISH PILOT DOWNS A NAZI BOMBER

The last week of November, 1939, was a period of many victories of the British forces. In this page a British victory, watched by French troops, is illustrated, when a British pilot brought down a big German bomber. Above, the German aircraft photographed during the battle. Right, the British pilot circling above his victim. Below, the stricken bomber twisted and its fuselage riddled with bullets, lying on a beach near Harbrough.

(Page 10, "The Daily Mail")



some weeks afterwards German illustrated newspapers contained photographs alleged to have been taken by a German reconnaissance machine, and the photographs included pictures of places in the district where alarms had been sounded. There were more air-raid warnings on November 19, sounded in the Firth of Forth district and on the Essex coast. Reports from Copenhagen stated that there had been a battle between British cruisers and at

least ten big German bombing aeroplanes. It was said that a hundred bombs had been dropped. The cruisers had replied with accurate fire and at least one enemy machine was hit. Later it was learnt that actually two had been crippled.

On November 20 enemy raiding aeroplanes came towards the Essex coast and over the Sussex at a great height. Warnings were sounded in East Kent. This was the first time

that enemy aeroplanes had come over British territory during the hours of black-out. German machines were also reported over the Orkneys. On the following day there were further reconnaissance flights, and then Heinkel 115 seaplanes were seen over the Thames Estuary. This latter raid, although the point was not immediately appreciated, was the opening stage of a new kind of warfare: the dropping of mines from the air. The enemy machines laid mines at five different points off the East Coast.

Mine-laying seaplanes were known to

have been developed by Germany during peacetime, but it was not thought that they had reached a very advanced stage. The form of mine-laying adopted in the war was such that seaplanes were not essential, and either seaplanes or landplanes could equally well be used. One machine could carry two mines, and these could be dropped without the aircraft having to take such great risks of being intercepted and shot down as if it were on a bombing raid. It was thought that small parachutes attached to the German mines so as to mitigate the force of the impact with the water. There seemed no technical reason why parachutes should be needed, for a cooking device could be arranged to prevent any risk of the mine exploding on impact with the water. It was also thought—and this received partial confirmation later—that some of the mines dropped from the air were of the magnetic variety.

On the day following the discovery that the Germans were using aircraft as mine-layers (November 22) enemy machines again flew over the Shetland Islands. They came very low and dropped many bombs in the water and

also used their machine-guns against British seaplanes lying at moorings. One seaplane was set on fire and sunk, but the crew managed to swim ashore. Six German machines took part in this raid. Two days later seven reconnaissance machines came over the Shetlands.

In France, at about the time that mine-laying activities were being begun round the coast of Britain, German machines attempted many reconnaissance flights. French fighters shot down a Dornier 17, and another Dornier which may have been the later 215 type. The French also accounted for three Messerschmitt 109 fighters, and British pilots shot down two Heinkel 111K machines. On November 23 ~~some~~ German reconnaissance machines were shot down by British fighters—four Dornier 17's, two Heinkel 111K's, and one unidentified machine. This was a week of many victories for the Allied air forces, for in one forty-eight-hour period they shot

down nineteen enemy aeroplanes. German claims were that four French Morane ~~lighters~~ had been shot down by Messerschmitt 109's and that one Morane had been destroyed by a twin-engined Messerschmitt 110 fighter.

On November 24 two attacks were made by German aeroplanes on British ships in the North Sea. Many bombs were dropped, but no hits were obtained. The Germans claimed four direct hits.

The last few days of November and the first few of December saw the Royal Air Force taking the offensive against the enemy, but still under limitations imposed by the ~~war~~ policy of the Allied Supreme War Council. These limitations, which became clear as the war in the air progressed, prohibited the bombing of land objectives. ~~It~~ had presumably been decided that unless the Germans took to bombing land objectives the Allies would not do so, the consequence being that all bombing

attacks by both sides were directed against shipping. On November 28, however, the R.A.F. did attack a land base, but not with bombs. It raided the German seaplane base at Borkum, whence it was thought some of the mine-laying seaplanes had come. The operation was brilliantly carried out, and the R.A.F. suffered ~~no~~ casualties.

A patrol of long-range fighters which had been sent out to search for mine-laying seaplanes reconnoitred the base at Borkum and there found and attacked Raid on Borkum three enemy seaplanes.

Our aeroplanes were met by heavy anti-aircraft fire from the ground, and they attacked with their machine-guns and succeeded in silencing some of the anti-aircraft gun positions.

Borkum is one of the Friesian Islands near the mouth of the River Ems. After this event it became the scene of a good deal of aerial activity. Another point about this R.A.F. attack is that it was the first time that the ~~use~~ of long-range fighters had been mentioned in any official communiqué.

#### NERVE CENTRE OF THE FIGHTER

This reconstruction of the Central Control Room of the Fighter Command was taken from the film "The Lion Has Wings." From the Operations Section, in the gallery, orders are issued for fighters to take off. On the table Britain is mapped out in sections, and around it are telephones. As reports come in, the positions, direction, speed and ~~number~~ of raiders are noted.

Photo: Alexander Korda-Picture Productions, Ltd.





### 'SPRINGBOK' SENTINELS OVER THE SEA

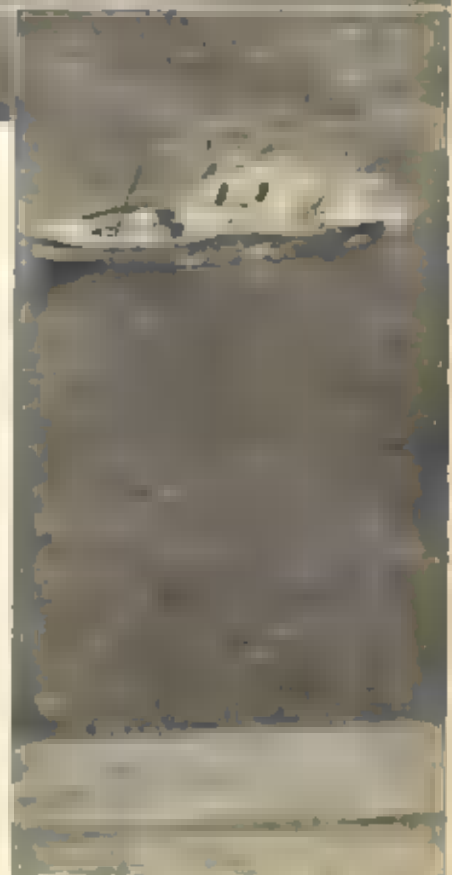
Air liners, converted for military use, fought the battle of the armed commerce raider along the South African coast. Above, bomber reconnaissance machines setting off along the seaboard. Below, right, the German liner 'Waiman,' set on fire by her captors when intercepted by aircraft of the South African Sea Defence Force. Crew and passengers were rescued by a British warship. *Illustration from The World*

The machines in question are twin-engined aeroplanes derived from the Bristol Blenheim bombers but carrying heavier gun armament in place of bombs. They were in use in the squadrons before the outbreak of war. Twelve took part in the raid on Berlin; they flew very low and very fast, skimming the ground and taking the defenders entirely by surprise.

On November 29, early in the morning, there were two attempts by German aeroplanes to penetrate the British coastal defences. One was made by a Heinkel, which was shot down in single combat by a British pilot five miles off the Northumberland coast. It was approaching the coast when it was intercepted. It first appeared flying from behind a bank of cloud. Turning to intercept the raider, the fighter pilot, in his own words, "dived back into the clouds" for about thirty seconds. When he came out of the clouds the enemy was immediately above him. As he climbed, the raider waited until the fighter was only 400 yards away, and then dived for the cloud 1,000 feet below with one of his rear guns firing. The fighter followed, and after he had closed to 150 yards, the German machine turned on its side and dived vertically

into the clouds, emitting a column of smoke. Boats watched the area, but could find no trace of the German machine or its crew.

After this, on December 3, there came one of the most successful actions fought by the Royal Air Force up to that time. It was a heavy attack on German warships near Heligoland, made by a formation of Vickers Wellington bombers. They flew over high and approached their targets just after 11.30 in the morning, sighting them through a cloud layer. The Germans appear to have been taken by surprise, but they sent up a heavy anti-aircraft barrage, and fighters immediately took off from neighbouring bases to try to intercept the British machines. The Wellington pilots performed their bombing with great accuracy, direct hits being obtained; one pilot stated that his bombs "straddled" one warship. Some twenty Messerschmitt fighters took off to try to bring down the British machines, but only one of them made contact, and that was shot down by one of the British gunners. This gunner was hit by a bullet, but the bullet happened to strike the quick-release plate of his parachute harness, and this prevented him from being



injured. All the British machines returned safely, although one was hit in the tail. The German account, which was issued some time before the British one, stated that the only loss had been one small fishing boat, and that the German machine which had fallen into the sea had done so because the pilot had been injured in the eye by a splinter.

December 3 was noteworthy for the fact that an aeroplane of the Coastal Command succeeded in sinking a U-boat. He sighted the submarine about eight miles away and, using the clouds for cover, managed to get within range. He then scored a direct hit with a bomb on the conning tower. Parts of the submarine and wreckage were thrown high into the air, and the water was covered with oil for a large area.

On December 4 there were two encounters between Dornier flying-boats and R.A.F. Coastal Command patrols. One occurred north of Heligoland and

planes intercepted the German "Watusi," which had slipped out of Moroccan harbours. It was ordered to sail to Southampton. When first challenged the liner ignored the signals, so bombs were dropped in the sea ahead of her as a warning. The "Watusi" then changed course, but later on she was scuttled.

Two more attacks were made on German submarines on December 5, by machines of the Coastal Command. One attack was certainly successful, and the pilot saw his first bomb hit the boat amidships, a yard to starboard of

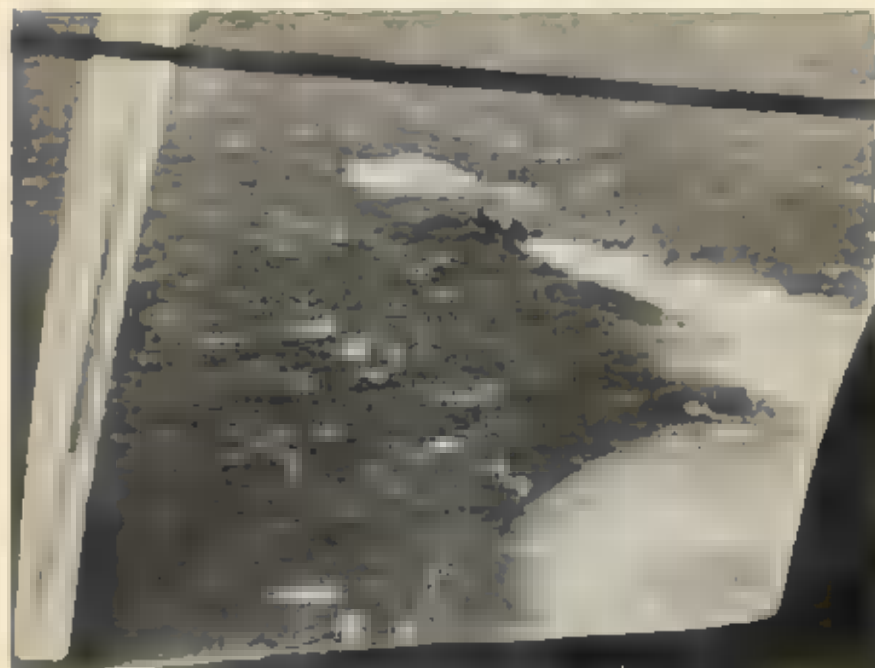
the conning tower. The U-boat began to sink, and a second bomb fell directly above her. The pilot circled overhead for about twenty minutes until the submarine sank. The second submarine was attacked while in the act of surfacing. Afterwards large patches of oil were seen on the water.

On December 12 Sir Kingsley Wood, making a statement in the House of Commons about the progress of the war, said that the British Hurricane and Spitfire fighters

had been shown to possess a decisive

margin over the German Dorniers, Junkers and Heinkels. It was on this day that further proof of the effectiveness of the balloon barrage was provided in a tragic manner. An aircraft of the Fleet Air Arm crashed into a cable and the crew were killed.

On December 13 two Dornier flying-boats were attacked over the North Sea by an aeroplane belonging to the Coastal Command. There was evidence that both the rear gunners had been hit. The first announcement was made by the Air Ministry about the R.A.F. "Security Patrols" in the region of the German seaplane bases at Sylt, Borkum and Nordumey. These Security Patrols were designed to control German mine-laying seaplanes, and were an entirely new and unorthodox use of large fighting aeroplanes. The British machines patrolled the area, and, when the lights



the result was indeterminate. In the other the British machine made six attacks, but, although oil was observed pouring from the German machine, it was not seen to crash. On that day one of our British patrolling aircraft failed to return, and as a German communiqué had stated that a collision had occurred between a British and a German machine during an engagement west of the Dutch island of Texel, it was thought that this might have referred to the missing British machine.

On December 1 night enemy planes approached the Firth of Forth. Fighters were sent to intercept them and made contact. One enemy aircraft was seen to be hit and another one was believed to have been damaged. In an engagement off another part of the coast on the same day another German machine was intercepted and that too was believed to have been hit. It was during this week that the South African Air Force came into action for the first time. Three of its reconnaissance airc-



#### FROM THE SKIES

Towards the end of 1939 the R.A.F. began a systematic campaign against German trawlers, which were bombed from the air and machine-gunned. The top photograph, from Scandinavian sources, shows trawler "Estrus" being attacked by Nazi bombs.

Source, International Graphic Press, Typographical Press



of these paths were seen in the water, dropped bombs on them and prevented the German submarines from taking off. The order not to drop any bomb on land targets remained in force, however, so that the British machines were not allowed to attack the submarines while they were on the slipways.

During the following seven days, until December 30, there were several aerial engagements, culminating with one over Heligoland on December 18, which was believed to have been up to then the biggest aerial battle of the war. (It was not so big in the matter of the number of machines engaged as some of the aerial battles which had taken place towards the latter part of the war of 1914-18. There had been the earlier fight over Heligoland on December 3, which is described in page 431.) During this period, too, the Germans started a series of unrestricted attacks from the air upon British fishing vessels. Fishing craft and unarmoured merchant ships were bombed and machine-gunned; a number were sunk.

Details of the big aerial battle over Heligoland mentioned above were made public some time after the fight: they revealed that six of the German twin-engined Messerschmitt 110 fighters were shot down by the British bombers, and R.A.F. machines accounting for five of them, and that seven of our machines failed to return. The fantastic claim was made by the Germans that thirty-four British machines had been shot down. Actually the total number that went out was far smaller than this.

A general review of the war in the air during 1939 must take note of two essentials: the first is that both sides deliberately refrained from bombing land targets, and the second is that

both sides exerted their main effort at sea. It is not to be supposed that anything more than

Four Months of Aerial Warfare  
a very small part of the total forces available to Great Britain and to Germany were engaged in the series of operations that took place; but these were nevertheless the chief operations. The Nazis adopted the novel method of sowing mines from aircraft: the Royal Air Force countered this by the institution of "Security Patrols" which remained near the German sea-plane bases all night and made the problem of taking off difficult. The Nazis attacked British ships, sometimes warships, but also unarmed merchant and fishing vessels, with bombs and machine-gun fire. The Royal Air Force confined its counter-attacks to warships, and it attacked them only when they were out in the open sea, where no in-



#### DOWN FROM A GREAT HEIGHT

The photograph above shows oxygen cylinders in the wreck of a German aircraft brought down by the R.A.F. in France. The cylinders in question were for the use of the radio operator (Funkser) and gunner (Schütze). Oxygen apparatus is essential for crews of modern fighting aircraft, often travelling at great heights in rarefied air.

Photo, Keystone

accurately aimed bomb could possibly fall on land.

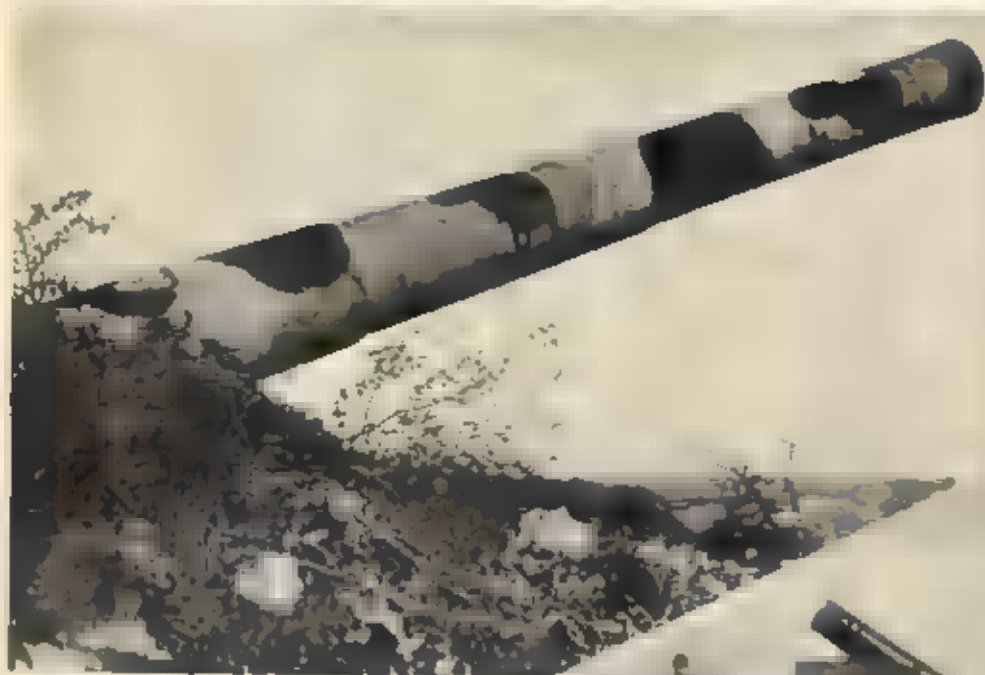
In France the main preoccupation of the Air Forces of both sides was reconnaissance. High-flying reconnaissance machines were sent out by the Royal Air Force and the French Armée de l'Air, and by the Germans. A fairly high proportion of the German machines was brought down. The British and French reconnaissance flights entailed some losses, but in relation to the German casualties these losses were small and of no account. Photographs were taken by both sides of important objectives, and propaganda leaflets were dropped by both sides.

The Germans published their photographs first and they were made much of, but those with inside information affirmed that some at least were fakes, taken some time before the war: some cases buildings of comparatively recent construction were not to be seen on the German pictures. The photographs taken by the Royal Air Force of objectives in Germany were superior; the Air Ministry allowed none of these to be published before the end of the year, but later a few were issued.

As the year drew to a close the vigour of the Allied Air forces was unimpaired, for it was supposed by many that

the Germans might make an aerial sortie at about Christmas time, trusting to the belief that there must be at such a time a general relaxation of watchfulness. But there was no special action by the Germans, and the British and French patrols were unimpaired.

What is a fair assessment of the position in the air war up to the end of 1939? It is that the Allies had played throughout a more active part, although no bombing competition had been begun. The Germans were obviously husbanding their resources, and were not sending over more reconnaissance machines than could obtain just enough information for their purposes. The enemy bombing attacks on ships and flying boats in the Firth of Forth and the Shetlands were also made with small forces, and nothing approaching a big-scale raid was attempted. Even the large British formations which visited the Heligoland area did not tempt the Germans to send similarly large formations to Britain. Altogether the preliminary stages of the air war, though they gave evidence that both sides were waiting, showed a more forward spirit on the part of the Allies. Moreover, in the technical quality of their aeroplanes the Allies proved immeasurably superior to the Germans in every branch.



# SCANDINAVIAN STATES CAN TAKE NO CHANCES

Warned by the past approach of war, the Scandinavian states strengthened their defences. Above, anti-aircraft machine-guns placed on house-tops in Norway; left, a camouflaged heavy gun of the Swedish coastal defences; below, right, an anti-aircraft post on the Danish frontier ready for any emergency; below, left, Lt.-Gen. O. G. Thorneill, Commander-in-Chief of Sweden's National Defences. *Photo, International Graphic Press, L.N.O., G.P.U.*



# THE NORTHERN NEUTRALS: FLIGHT OF FINLAND AND THE SCANDINAVIAN COUNTRIES

*Russia's Onslaught Against Finland Affected Vital Interests of Norway and Sweden—Denmark was Powerless—Intimidation by the Nazis—Norway and Sweden's Generous Help to Finland—A Force of Swedish Volunteers to Fight the Russians—Appeal to the League—Scandinavia Looks to her Defences—The Position of Latvia and Estonia*

THE earlier history of the Second Great War, as it affected Finland and the Scandinavian countries, was told in Chapter 27, where it was related how Russia had exerted increasing pressure on Finland to concede certain facilities that the latter country felt bound to refuse. As a result, after protracted negotiations, the U.S.S.R. attacked Finland by land, sea and air on November 30, 1939. On the following day Russia set up a puppet Finnish government at Viipuri in the Karelian Isthmus, under the Finnish Communist, Otto Kuusinen, a member of the Politburo. (For an account of the early stages of the Russo-Finnish war see Chapter 41.)

Russia's demands on and subsequent invasion of Finland confronted the Scandinavian States—Sweden, Norway, and Denmark—with new and dangerous possibilities. These possibilities were both economic and

**The Russian Menace** strategic. Collaboration between the Scandinavian States has been described as a "diamond with a thousand facets." In many cases their industries were interdependent. Swedish and Danish paper mills used Finnish timber. Finland's ores were complementary to those found in Sweden. Swedish engineering products were much used in Finnish sawmills and mines. There is also a natural sympathy between the Scandinavian peoples, arising out of common cultural inheritance, common commercial laws, and, in the years since 1918, a common front on certain vital aspects of trade and foreign affairs.

Sweden, the most powerful, naturally felt herself most intimately concerned. Finland had been for centuries a battleground between Sweden and Russia for domination of the Baltic. Swedish rule in Finland had initiated the progress which made Finland eventually one of the most advanced Democratic States of Europe; and, while Sweden had abjured expansionist dreams since the peace of Nystadt in 1721 (which barred her of her Baltic possessions south of the Gulf of Finland), self-interest dictated a suspicious attitude towards the aggressive policy of her great near-neighbour,

Soviet Russia. Soviet domination or conquest of Finland would bring the Russians right up against Sweden's jealously-guarded fortress of Boden, which protects her immense iron ore reserves, and is reputed to be the strongest in Northern Europe. Her frontier with Finland, nearly 300 miles long, would need expensive defences if Russia were to take the place of Finland as Sweden's northern neighbour.

It was evident that if Finland yielded to Soviet demands for a lease of the Ålön Peninsula in the north, of Hangö (Hanko) at the entrance to the Gulf of Finland, and of territory containing Finland's greatest defences on the Karelian Isthmus, the complete domination of Finland might be only a question of time. This again would raise for Sweden the question of the Åland Islands. If the islands came under hostile control they could constitute a permanent threat to Sweden's security, being only 100 miles from Stockholm, with the possibility that a well-conducted expedition based on the islands might cut Sweden in two.

Russian domination of Finland would, in fact, put Swedish security back to where it was in 1911—with the added menace that, whereas then Finland and Sweden's Baltic neighbours had been ruled by a friendly Tsar, the new Soviet Russia was governed by Stalin, who had ambitious plans like those of Peter the Great. In 1914 German and Russian ambitions were checked by mutual animosity, but in 1939 these two Powers had apparently joined hands.

Norway was concerned chiefly for the safety of her long Arctic coastline, in the event of Russian domination of Finland. Långnäs, Finland's ice-free port at the mouth of the Petsamo River, was only fifteen miles from the



## SWEDEN WONDERED WHY

The Russian invasion of Finland confronted the Scandinavian countries with dangerous possibilities. Sweden, in particular, felt herself menaced. One more to when maps such as that above were found in Soviet aircraft brought down in Finland. To show maps, originally of Southern Finland and the Baltic States, a vital part of Sweden had been glued (left, bottom) (See map of Scandinavia and the Baltic in page 185.)



Norwegian frontier. When the Russians demanded a ~~share~~ of the Rybach Peninsula, had they still ~~any~~ ambitions plans than control of the Petsamo Gulf? Norwegians pointed to the fact that within a few ~~years~~ Russia had developed Murmansk from an unimportant harbor to a town with 100,000 inhabitants. The Stalin Canal had created a direct shipping route from Leningrad to the Polar Sea (formerly Alexandrovsk), immediately on the Finnish frontier. Russia had made a military harbor the object of which was suspicious.

Norway was also extremely sensitive as regards Spitzbergen, which she acquired in 1920. Two-thirds of Spitz-

**Norway and Spitzbergen** were Russians, and from the island Norway was drawing from 10 to 20

per cent of her coal supplies. Whispers in Oslo, the Norwegian capital, that Russian maps were in existence showing parts of Northern Norway as Russian territory did nothing to allay these fears. If Russia was looking for a considerable addition to her Arctic coastline, there was only one Scandinavian country which could come into question, namely Norway.

As regards little Denmark, deprived of the economic and strategic support of her Scandinavian sisters, she would come still farther under the thumb of Nazi ~~Germany~~, and her existence as a sovereign State would terminate the moment she ceased to be of use to Germany as a source of food supply.

When the Scandinavian States looked to the south the prospect was equally

forbidding. Since the beginning of the Second Great War ~~Scandinavian~~ shipping had suffered heavily through Germany's unrestricted submarine warfare. Germany, like the Allies, was intent on securing as many essential supplies as possible from Scandinavia. But whereas the Allies pursued their policy by negotiations backed by cash, the Germans used negotiations, backed by threats. Already in the second month of the war Germany had officially warned Sweden that neutral ships on enemy convoys would be torpedoed without warning. Trade talks between Sweden and Germany were interrupted in the middle of November, and Germany at the same time, in spite of Swedish objections, announced her intention of putting down a mine barrage at the southern entrance to the Öre Sound, within what Sweden regarded as her territorial waters. Germany's admitted object was to exercise tighter control on Swedish shipping and to force large or heavily laden Swedish vessels, wishing to leave the Baltic, to use the services of a German pilot, so abandoning their territorial immunity.

Simultaneously with Russia's invasion of Finland, the German Press had begun a systematic campaign of intimidation against the Scandinavian countries. The Swedish Foreign Minister, Hr. Sandler, was attacked for "having encouraged Finland to reject the Russian proposals." The "Berliner Botschafter" condemned ~~Sweden's~~ whole foreign policy, and laid the entire responsibility for the invasion of Finland on him. The Nazi argument was:

"Germany has always felt kindly towards the Northern countries, but her sympathy has not been repaid. The Northern countries attached themselves to the League of Nations while Britain and France had decided to keep her down. They applied sanctions against Italy, supported Republican Spain and refused export control over many's efforts to free herself from the shadow of Versailles."

It is not surprising that the Scandinavian States should have felt themselves menaced by Germany as well as by Russia, and neither Scandinavian circles the fear was expressed that Germany and Russia had a secret arrangement for the partition and partition of Norway and Sweden. But even apart from such considerations, Germany's interests in Scandinavia were sufficiently obvious. She could not afford to let control of the entrance to the Baltic pass out of her hands, and some Swedes felt certain that she would seize Sweden's southern coast if she felt Swedish neutrality endangered.



#### RUSSIA EXPELLED FROM THE LEAGUE

On December 8, 1939, ~~when~~ the Soviet ~~Union~~ at her territory, Finland ~~invaded~~ the League Covenant. Below, M. Munch (left), Dr. Koht (center), and Hr. Sandler (right), foreign ministers of Denmark, Norway and Sweden respectively, are discussing the Finnish appeal to the League, while on the right, M. Saurat, Soviet delegate, is ~~leaving~~ leaving the Palace of the League of Nations shortly before his country was expelled from membership on ~~December 14~~ December 14.

(AP Wire Photo; S.N.A.)



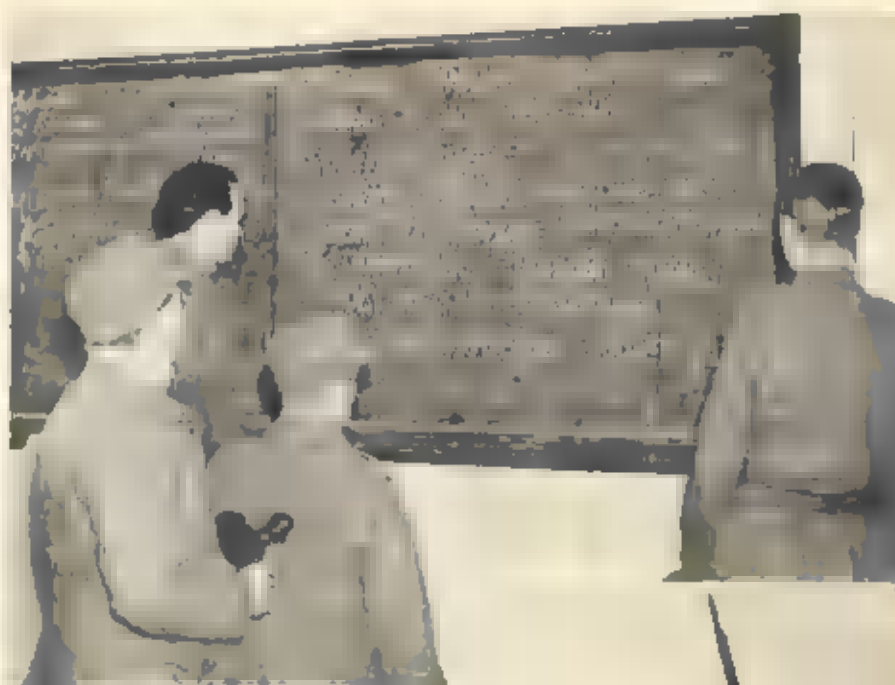


either by Russia or by the Allies; material aid from the latter countries had been promised to Finland since the League of Nations' condemnation of Russian aggression on December 11. Nor could Germany dispense with Swedish ore and agricultural produce.

The unanimous desire of the Swedish people was to render help, even to the extent of military aid, to their gallantly fighting small neighbour. But fear of Russia's new friend, Nazi Germany, was ever present and acted as a brake on Swedish desires. The statement of Scandinavians, conscious of their responsibilities, and their good offices to exercise a moderating influence in Moscow so long as hostilities between Russia and Finland had not begun. When, however, Finland was invaded, on November 30, they endeavoured to avert a middle course between the popular demand for active support of Finland and a policy of strict neutrality. This course consisted of the dispatch of such materials and arms as could be supplied without abandoning their neutral status. But, prepared for the worst if hostilities should be forced upon them, Sweden and Norway began to look to their defences. Denmark would doubtless have wished to do the same, but since she was unfortunately situated next to a powerful and aggressive neighbour, her preparations, if any, were not revealed.

The reactions to Russia's invasion of Finland were immediate in Denmark, Norway and Sweden. On the morning of the invasion students of Oslo University left the lecture

rooms and assembled out of doors, afterwards marching to the Finnish Legation, where they sang Finnish and Norwegian national hymns and cheered the Finnish Minister. Collections were started throughout Norway for the aid of Finland. Finnish refugees, streaming with their scanty belongings in reindeer sledges from the Petsamo area into Norway, were received hospitably, although the simultaneous flight of a number of Finnish Communists caused the Norwegian authorities some uneasiness. Some of the refugees were housed in school buildings; many had relatives in Norway, especially in the neighbourhood of the frontier. More than one million kroner were collected for needy Finns; preparations were made to send a field hospital, complete with 100 beds to Finland; and so many Norwegians volunteered to serve with the Finnish armed forces that the Norwegian military authorities were compelled to ban the departure of officers and N.C.O.s on the ground that



#### AID FROM FINLAND'S NEIGHBOURS

In the first few days of the Finnish war great numbers of Swedes and Norwegians volunteered to serve with the Finnish forces. Above, Swedish volunteers are seen learning military terms. Right, Norwegian volunteers on duty. They are wearing white camouflage covering similar to that shown in our photographs of Finnish soldiers.

Photo. Planet News, Central Press

their services might be needed for the defence of Norway's own security.

In the first few days of the war in Finland more than 2,300 Swedes volunteered for service with the Finnish forces, among them Carl Gustaf von Rosen, the nephew of Field-Marshal Haerding's Swedish-born first wife. The grey uniforms (similar to those of the Finnish Army) in which the volunteers were clothed were made in large numbers by Swedish society women, who formed themselves into groups for this purpose. The Swedish volunteers were commanded by General Ernst Linder, a close friend of Baron von Mannerheim, the Finnish Commander-in-Chief. The General had fought with von Mannerheim in Finland's first War of Independence against the Bolsheviks assisting notably in the capture of Tampere, "Manchester of the North," in one of the two decisive battles of that war.

In order not to compromise Swedish neutrality unduly (for such assistance as the Scandinavian countries gave more or less openly to Finland was possible only because Russia had not declared war on Finland and a "state of war" did not legally exist) the Swedish volunteers received their arms and other equipment only after arrival on Finnish territory. Bullets were



opened in many Swedish cities to accept gifts for Finland. Collections of clothes were organized by the Red Cross, by newspapers, the Salvation Army, and school children; and the Swedish Government granted free transport on the State railways for such gifts.

Sweden indeed responded nobly to the call of her sister State for help, and the gifts in money, provisions and equipment (in addition to armaments and munitions supplied under normal commercial contracts) provided one of the most remarkable instances of practical sympathy. Four private persons in Sweden gave £30,000 to M. Eskko, former Finnish Foreign Minister, to be used for Finland. The Red Cross raised £15,000 for a Finland ambulance unit within a few days of the beginning of aggression and

The Swedish Trade Union Council made a first contribution of £30,000 to a national fund for Finland.

The Finnish ~~was~~ occasioned changes in both the Norwegian and Swedish Cabinets. Norway had been the only Scandinavian country which did not

#### Scandinavia Unsettled

form a National Government on the outbreak of the Second World War. With hostilities near her frontier with Finland, however, the situation was changed. In view of violations of her neutrality both by U-boats and aircraft, and reports of Allied desires to use Norwegian harbours for the shipment of material aid to Finland, it seemed that the demands of the opposition parties to be included in a National Government could no longer be denied. Norway's Socialist Government met popular sentiment to some extent by appointing a professional soldier, Colonel Birger Ljungborg, to succeed Mr. Mowat, the Norwegian Minister for Defence.

Sweden remodelled her Cabinet in Social-Democratic and Agrarian coalition into a National coalition under the existing Premier, Mr. Hansson. Also the Government made one last effort to mediate between Finland and Russia. Acting on the request of the Finnish Government, the Swedish Minister, two days after hostilities had begun, expressed Finland's desire to enter into fresh negotiations with the Soviet Government for a peaceful settlement. But it was now too late. Moscow's reply, given on the wireless on December 8, was abrupt. It stated that M. Molotov, the Soviet Foreign Commissar, did not recognize this "so-called" Government and that there could be no question of negotiations with it.

The Foreign Ministers of Denmark, Norway, and Sweden met in Oslo on December 7, 1939, to discuss Finland's appeal to the League of Nations and the situation arising out of Russian aggression against Finland. Five days later, much to the regret of a large part of Sweden's population, came the resignation of Mr. Randler, Sweden's popular Foreign Minister, who advocated joint defence of Finno-Swedish neutrality. Mr. Randler had been the object of bitter Nazi Press attacks. He was succeeded by Mr. Christian Olsson, an experienced politician with no pronounced views. This appointment was a concession to Nazi opinion and a further stage in Sweden's cautious policy of active material help for Finland, without committing herself to military support.

In the meantime, Sweden rapidly

strengthened her defences. A Law of National Service in case of war or the danger of war was passed. It empowered the authorities to compel citizens between the ages of 18 and 70 (including women) to remain in their employment or take on other employment as the needs of the country's defence should warrant. A Bill restricting civil liberties in the event of emergency was also passed. Later contingents of conscripts for service mainly in the province of Norrland (in the north), on the island of Gotland, and on the coastal fortifications were called up, and the discharge of called-up conscripts was partly cancelled.

Two important military appointments were announced. Lt.-General Thorenell, Chief of the Defence Staff, a soldier of international reputation, was made Commander-in-Chief of the Swedish defences. This unprecedented step in Swedish history was symptomatic of the earnest view the Swedish Government took of the possibilities arising out of the Russian aggression against Finland. King Gustav also appointed General Nygren as general officer commanding for Sweden's vital northern frontier districts. In an Order of the Day General Nygren reminded his men of the critical situation and the problems before them, and expressed his confidence in their loyalty and efficiency.

At the same time the military forces on the northern frontier, which in normal times consist of two infantry regiments, one cavalry and heavy artillery regiment and a field artillery and engineer corps, were considerably increased. A new minefield was laid at Gogstad, south of Stockholm.

Norway's military preparations, which had already been speeded up on the outbreak of hostilities between the Allies and Germany, received further impetus with the ordering of 12 Heinkel flying boats from Germany and 24 Curtiss Hawk fighters from the United States. Assurances were sought and obtained from Britain that eight motor torpedo boats already on order would be delivered promptly, and also Gloster-Gladiator machines for the air force. It was announced that the productive capacity of Norway's national aircraft factory had been tripled, while stocks of ~~for~~ for the railways, sugar, coffee, oil and textiles were accumulated for many months ahead.

One of the reasons for the speed with which the Russians had pressed their demands on the northern Baltic States and equipped the naval and air bases coiled to them now became apparent. The bases at Baltiski Port near Tallinn

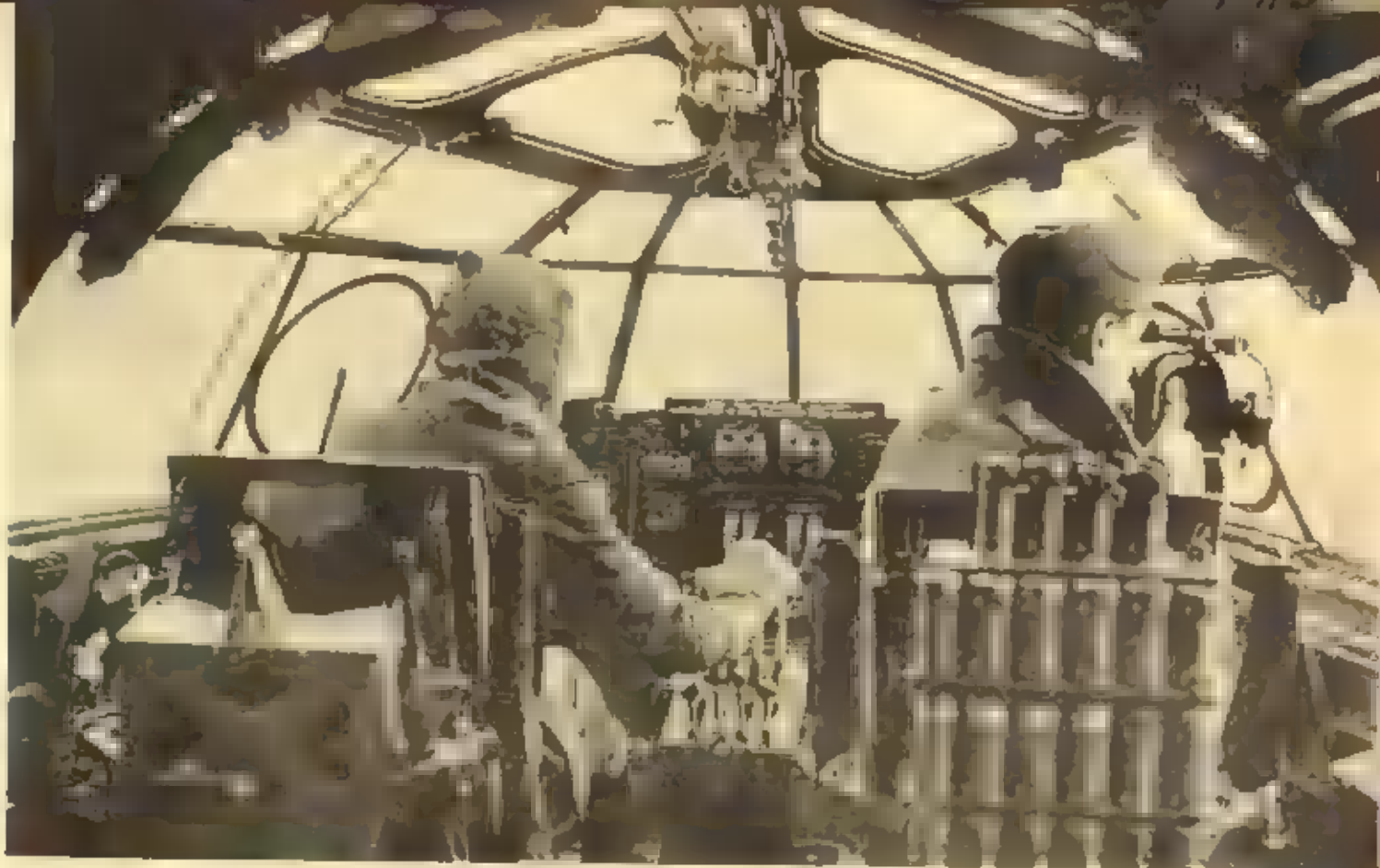
and on the Estonian islands of Dago and Oesel were, it was reliably reported, used by Soviet aircraft as a convenient jumping-off place for the bombing of Finnish objectives, being much nearer to Helsinki, Hango (Hangö) and Turku (Åbo) than aerodromes in Russia proper. Finland's struggle aroused great sympathy among the populations of Estonia, Latvia, and Lithuania. They recalled that Finnish volunteers had helped them to obtain their own independence in the struggle against the Bolsheviks in the early years following the First Great War. But with key points in their territory occupied by Russian naval and air forces, as a result of the agreements concluded with Soviet Russia, the three countries were powerless to assist Finland.

That no love was lost between the garrisoned Russian forces and the Latvian population was evidenced by reports that the Russians were having the greatest difficulty in getting Latvian work-  
**Latvia Shows Strength**  
men to work on the defences of Windau (Ventpils)—one of the bases Russia had taken over—in spite of high wage offers. Latvia, it was also reported, was reorganizing and strengthening her army, determined to show, if necessary, that, although she had yielded to Russian demands in granting trade and military facilities, she still regarded herself as an independent state.

Much speculation was aroused by a summons to General Laidoner, the commander of the Estonian Army, to go to Moscow. Rumour spoke of Russian doctors to enlist Estonian help against Finland, but another story was that Russia feared a rising in Estonia.

News from both Latvia and Estonia was very restricted, in view of their delicate strategic position, but it was not unreasonable to ~~conclude~~ conclude that Finland's successful resistance to Russia in the early stages of the war had aroused regrets among Estonians and Latvians that they themselves had complied so readily with Russia's drastic demands. Pro-Russian circles in these countries, on the other hand, derived comfort from the fact that apparently Russia was observing her undertaking not to interfere in their internal economy. Private business, subject to war restrictions, was carried on as usual, and no attempt was made to Bolshevikize the internal economy.

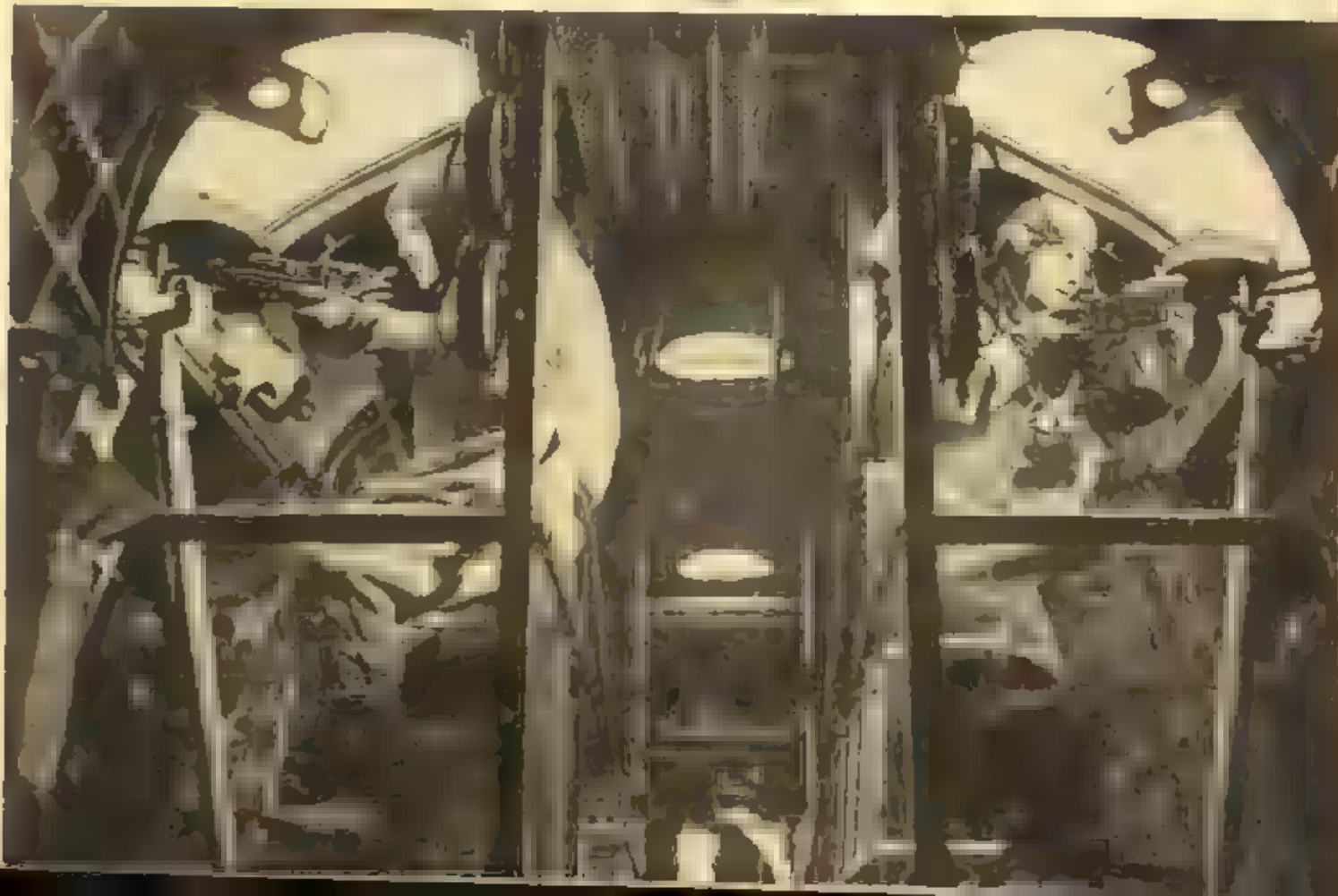
At the same time, however, Russia pushed forward feverishly the construction of heavy gun emplacements, breakwaters and underground hangars on the bases leased to her, with what object only the future would show.



### PROTECTORS OF BRITAIN'S SHIPPING WATCH THE AIR

Flying boats of the Coastal Command R.A.F. keep ceaseless watch over Britain's shipping after war began. Above, one pilot is seen at the controls of a Short "Sunderland," while the other signals with an Aldis lamp. Below, we see gunners at their machine-gun posts, on the alert for any sign of the enemy. Their machine-guns are constantly trained Vickers K's.

(Continued on page 10)







### BOCHE BONNER THAT FELL IN FRANCE

Communiques from the Western Front, laconic though they were, pointed to the great success of Anglo-French air co-operation, and when this was supplemented by eye-witness accounts it became evident that from the first the Allies had obtained the mastery of the air. In the photograph personnel of the French Air Force are looking through the streets of a French town, the wreckage of a big German aircraft brought down. The French have evidently been indulging in a little wishful thinking far on the wings of the plane is hung the inscription: "Here Lies Hitler."





#### FINNS' BIG HAUL OF SOVIET SUPPLIES

In the course of 285 minor Finnish victories over the Soviet troops in December, 1939, a vast amount of material was captured. 1000 Russian lorries seen above formed part of a convoy captured by Finns on the north bank of the River Kemi in the Salla region. The lorries were loaded with war supplies and were defended by tanks and cavalry.

Photo, Finnish News

# FINLAND STEMMED THE RUSSIAN INVASION: WAR ON EIGHT FRONTS

*Soviet's Demands—Why Finland Resisted—Finland Invaded—Karelian Isthmus Battles—Salme Sector—Russian Debacle on the Suomussalmi Front—Lieksa and Kuhmo Sectors—Finnish Victory of Suomussalmi: Rout of the 163rd Division—Salta Changes Hands—Petsamo Area*

*A later review of the campaign, by Major-General Sir Charles Gwynn, is given in Chapter 143*

**W**HILE the peoples of the magnetic north and British representatives to the new form of Totalitarian warfare filled the headlines of the Press in the latter part of November, a development occurred in Northern Europe which brought in its train the possibility of a drastic extension of the field of hostilities between the Allies and Germany. This was the invasion of Finland by Soviet Russia, failing the satisfaction of certain territorial demands. Finland's small population of 3,400,000 souls (who had obtained their independence after more than a century of Russian domination at the end of 1917) showed their muscle and mouth by resisting the demands of an overwhelmingly powerful enemy. The hopes of small nations all over the world became centred in the valiant struggle of "the gallant little 'Belgium' of the Second Great War." Finland, an

advanced Democratic State, enjoyed a universally good reputation, especially in the United States, where she was the only belligerent of the First Great War to honour her debt obligations. Her people were generous, honest and courageous. Her refusal to cede territory identified her with the principle for which the Allies went to war—the right of small nations to an independent existence. Her strategic situation was such that none of the powerful belligerents could be indifferent to her fate.

The Soviet's demands on Finland are outlined in Chapter 27. Russia was concerned for the safety of Leningrad and for her own security as far as that was affected by future relations with Finland. To ensure the safety of Leningrad she proposed that:

1. The Finnish frontier on the Isthmus of Karelia be moved further back;

2. The port of Hangö (Hanko) of the

entrance of the Gulf of Finland be leased to Russia as a navy and air base with permission for Soviet civil aircraft to use the neighbouring bay of Lappeenranta;

3. Cession of certain Finnish islands in the Gulf of Finland;

4. Suppression of fortified zones on both sides of the frontier between Finland and the Soviet Union.

As to future relations with Finland, Russia suggested that Finland should undertake not to join any groups or alliances directly or indirectly hostile to either of the Combating Parties. Russia also maintained that the frontier between Finland and Russia in the extreme north was unsatisfactorily drawn, and demanded the loss of the Rybachy Peninsula with Finland's only ice-free port, Petsamo. The two maps printed in this page show the Russian demands with an analogy of what similar demands would have meant to Britain.

Finland's reply was conciliatory but firm. She emphasized her desire to maintain friendly relations with the Soviet, but, while willing to consider means for meeting the requirements of the Soviet Union, added that "naturally this is conditional upon the requirements of Finland's own security being taken into consideration and upon care being observed to maintain Finland's complete neutrality." She agreed to the question against territorial compensation of the islands Russia demanded, except as regards the island of Suursaari, for which Finland was willing to discuss an arrangement. Finland agreed to rectification of the frontier on the Isthmus of Karelia, mainly with the object of removing the so-called Kuolinka band, but was not willing to sacrifice her fortifications and population in the territory in question to the extent demanded by Russia.

Hangö, the remains of Finland's integrity, could not be leased to Russia; while, as regards Russia's proposal for ensuring future good relations between the two countries, Finland maintained that her existing Non-Aggression Pact with Russia covered every foreseeable contingency. In return for the sacrifices required by the Soviet Government,



## PARALLEL TO THE KREMLIN'S CLAIMS

The map on the left shows the vital territorial demands which Soviet Russia made upon Finland in October, 1939. On the right is a map of Britain, showing what equivalent demands upon this country would have meant. (From maps issued by the Finnish Ministry of Foreign Affairs.)

Finland was offered 2,134 square miles of territory in Soviet Karelia. The talks between Finland and Russia on these points began on October 5, 1939. They ended ~~with~~ eight discussions with the return of the Finnish delegates from Moscow on November 13, when a deadlock had been reached. Finland was adamant in her determination not to yield. Russia was insistent on her original demands.

Briefly the Soviet's argument ~~was~~ as follows, as outlined in the Russian Press: The island of Hangö (to be leased) would enable her to mount batteries of long-range guns with which to command the entrance ~~to~~ the Gulf of Finland—in conjunction with batteries on Dago and others on the Estonian coast. Similarly, a naval base at Hangö would enable Soviet warships to co-operate with others based in the leased Estonian port of Baltiski and thus to safeguard the approach to Leningrad. In short, Russia wished ~~to secure~~ the "keys to the Gulf." Further, Leningrad could not be regarded as secure unless the Soviet also obtained the use of the



## TWO LEADERS ~~AND~~ A BRAVE PEOPLE

When the Soviet army ~~invaded~~ his country, Marshal Mannerheim (above), the leader of the "Whites" against ~~the~~ "Reds" in the Civil War ~~in~~ 1918, once ~~more~~ took up the fight against the Russians as supreme leader of the Finnish forces. Left, President Kosti Kallio is seen inspecting the defenses of the Mannerheim Line.

*(Photos, Central Press; Peoria Topics)*



four small islands in the middle of the Gulf. From the Russian point of view, also, the position of Leningrad on the landward side was extraordinary, with the Finnish frontier only some twenty miles from the former Russian capital.

It was not put forth that the Soviet doubted the pacific intentions of Finland herself, but the ~~supposition~~ was that if Finnish territory should ~~be~~ utilized by



#### STILLBORN AGREEMENT WITH PUPPET STATE

After their invasion of Finland, the Russians set up in a captured Finnish town a puppet government under Otto Kuusinen, a Finnish Communist. Above, Molotov, the Russian Foreign Commissar, is seen signing a treaty of mutual assistance and friendship with Kuusinen's government. From left to right are Vyacheslav, Seagun, and Kuusinen.

another Power for an attack upon Russia the Soviet would be greatly handicapped by the strategic situation as determined by existing frontiers.

Four days before the Russian invasion commenced, Moscow announced that Finnish artillery on the Karelian Isthmus had fired some rounds which fell on Soviet territory.

#### Clash on the Frontier

On the same day M. Molotov handed a note to the Finnish Minister in Moscow proposing that Finnish troops should be removed 12 to 15 miles from the frontier. The Soviet Government "did not wish to exaggerate the importance of this incident, for which troops badly led by their commander were probably responsible." Finland protested (see Historic Documents, No. 76) that on the day of the alleged incident there was no Finnish artillery unit in the area in question which could possibly have reached Soviet territory.

The mobilization of Finnish troops on the Karelian frontier was alleged by M. Molotov to be a hostile act against the Soviet Union, although Russia had begun mobilization in the Leningrad district as far back as September, 1939. On November 28 M. Molotov announced the Non-Aggression Pact between Finland and Russia. The next day Moscow broke off diplomatic

relations with Finland. In spite of last-minute intercession by the United States, on November 30, 1939, Russia began a military campaign against Finland.

If anyone had prophesied at the beginning of the Second Great War that the "Land of a Thousand Lakes," with its peaceful, industrious inhabitants, its reindeer, Lapras and elk herds, would be among the first to experience the horrors of warfare, the idea would have been held fantastic. But on the last day of November war came to Finland. At 9:15 a.m. the inhabitants of Helsinki gazed with consternation at the blue winter sky, which reflected the ominous drizzle of approaching Soviet warplanes. Simultaneously Red Army men launched attacks at eight points along Finland's 1,300-mile-long frontier.

(Finnish names are rather complicated, and it will amplify understanding of the Russo-Finnish war if a few words about the meaning of Finnish words are mentioned. "järvi" means lake; "joki" is river; "salmi" is strait.)

The eight points of entry at which the attempted Russian invasion took place were from south to north:

1. The Isthmus between the Gulf of Bothnia and the Gulf of Finland from the waters of Lake Ladoga.
2. Salmi, on the north-western bank of Lake Ladoga, near the junction of the Finnish and Russian frontiers.

3. Suopax, about 60 miles north of Salmi, scene of Russia's second big defeat.
4. Laksas (Lakso), on Lake Pihlajavesi.
5. Kallio, 50 miles north of Laksas.
6. Suomenselkä, on Finland's "weak waist," scene of Russia's first big defeat.
7. Salla, nearly half-way between Suomenselkä and the Arctic Ocean.
8. Petsamo, Finland's ice-free port on the Arctic Ocean.

The Russian simultaneous attack on Finland by air, sea and land emulated the method of Nazi Germany's attack on Poland. The launching of Red Army troops at eight different points along the Finnish-Russian frontier seemed to have the same object as Hitler's campaign in Poland—to threaten so many points at once that no reinforcements could be spared for any especially endangered sector; to achieve a break-through which would enable the bulk of the still remaining Finnish troops to be turned; and meanwhile, by means of parachute troops and repeated bombing, to cause the location in the rear of the Finns. But Baron von Mannerheim, the Finnish Commander, had arranged a further attempt at Russian invasion ever since he had beaten the Bolsheviks in 1918; as a former Russian General he acutely predicted Soviet tactics. The highly trained Finnish Army of some 200,000 men knew the country in which it would have to fight, and took full advantage of its forests, swamps and lakes.

Baron von Mannerheim anticipated that the heaviest Russian attacks would be made on the Karelian Isthmus. Previous Russian campaigns had always followed this route—crossing the Isthmus working along the coast of the Gulf of Finland, and then turning north along the shores of the Gulf of Bothnia, cutting off every Finnish connection with the rest of Europe. The Finns, therefore, attached the greatest importance to holding the Russians on this front, and the result was the construction of the so-called Mannerheim Line on the Isthmus. This consists of a 20-mile-deep zone of defence running from south to north. Its most southerly point is on a line drawn eastwards from Keivisto Island in the Gulf of Finland to Tangas on Lake Ladoga. Its most northerly point is between the towns of Viipuri and Kokkolampi.

The backbone of the Mannerheim Line is the Karelian Isthmus is the water system of the Vuoksi River, which follows a most irregular course. It comes from the north and branches in lakes to the east and the south. It converts the low, undulating hills of the

The backbone of the Mannerheim Line is the Karelian Isthmus is the water system of the Vuoksi River, which follows a most irregular course. It comes from the north and branches in lakes to the east and the south. It converts the low, undulating hills of the



Karelian Isthmus into a death-trap of swampy grass, marsh and lakes, afforested in parts, with few roads and few railways. When to these natural obstacles are added tank traps, machine-gun nests, trenches, ditches, and a determined and skilful enemy, some idea of the difficulties of an invader can be imagined.

Three main phases of the Russian offensive on the Isthmus can be distinguished. The first was an attempt to turn the western wing of the defences on November 30, when, without any declaration of war, the

#### Undeclared War

Russian batteries opened fire. The Finns abandoned Turijoki and a number of small villages in accordance with pre-arranged plans, but took 1,200 prisoners and destroyed 19 Russian tanks in the process. Thereafter Russian attacks on the western wing were only sporadic, consisting chiefly of naval bombardments and aerial bombing of the Kaivisto coastal batteries. Finding the western defences too strong, the Russians turned their attention to the centre and east wing of the Mannerheim line.

The first serious attempt to turn the Mannerheim defences in the east began on December 7, when the Russians launched a fierce attack across the Taipale River, one of the eastern outlets of the Vuoksi water system. On the rising afforested slopes of the northern bank of this river were concealed the

Finnish batteries and machine-gun nests. As the Russians endeavoured to cross they were met with a murderous fire at point-blank range, and after heavy losses they abandoned the attempt. Then the Russians tried to land behind the Finnish defences by the use of motor boats on Lake Ladoga. But the boats were smashed by the lake coastal defence batteries of the Finns. By December 17 the river and lake had frozen and the Russians made their final attacks over the ice, losing 14 of the 60 tanks they employed in this attempt.

Alternating with their attempts to cross the Taipale, the Russians made heavy attacks on the Finnish centre at Lake Suvanto. The fighting started at Kivimäki, south of the lake, on December 8. Further attacks followed at Mudajärvi and Kaukjarvi towards the middle of the month. The Finns smashed bottles of petrol against the Russian tanks on the approaches to the lake; Finnish riflemen picked off Red soldiers by the score. At one point 700 Russian dead were left on the frozen surface of the lake. Nevertheless, with the unimpaired courage common to their race, the Russians came on in unending streams. The Finns were forced to retreat in the centre, but on

December 22 they counter-attacked, thus taking the initiative for the first time on the Karelian Isthmus. The Russian losses in material and men had been enormous. In one week, on the central Karelian front, the Finns claimed to have captured 123 Russian tanks. In the two days of December 15 and 16, 30 Russian tanks were destroyed. The Arctic frosts were as great an enemy of Russian mechanization as the Finns. Many tanks and armoured cars were abandoned, immobilized in the snow and ice. Defeated in their frontal attacks, the Russians bombarded Viipuri, headquarters of the Finnish Karelian Command, with long-range guns whose shells made craters twelve feet in diameter.

On the second front (the Salpa sector), on the north-eastern shores of Lake Ladoga, where the Finnish and Russian boundaries meet, the Red Army could report superficial progress at the end of the first month's fighting. Russian troops, estimated at a division, had advanced 40 miles into Finnish territory, and the Finns had withdrawn to prepared positions on the Kuzinofa River.

Very different was the story on the Suojärvi front. Here, in the region of Talvijärvi and Aglyhevi, the Russians suffered one of their two outstanding

#### SOVIET SHILLS FIRE ■ FINNISH VILLAGE

The photograph below when reached London on December 11, 1939, was the first to be taken in the war zone on the Karelian Isthmus. Standing out against the snow is a pall of smoke rising from a Finnish village hit on fire by Soviet shells.

(Photo, Planet News)



defeat ■ the first month of hostilities. Early in December they had occupied a small strip of territory ■ Suikivi which ■ a few miles inside the Finnish border. Their object was obviously to cut the railway between Joensuu and

**The Tatra Death-trap** have served them for an advance to the north or south, outflanking the Mannerheim defences. On December 11 Russian attack troops, estimated at two divisions (one ■ which was in reserve), advanced from Petroski, which is connected by a branch line with the Lenin-grad-Murmansk railway, to the eastern shore of Lake Tatra. This lake is shaped like an elongated figure eight. A long bent finger of spruce-covered land comes out from its eastern side and almost cuts it in two. The main road from the Russian frontier runs on the top of this narrow finger. Then a bridge links it with the western shore.

The Russians poured great masses of men over the "finger," but they rushed into a trap. The Finns had their

with heavy fire. Only eight of the men got across but they captured the Russian guns at the bridgehead, turned them on the enemy, and the way was opened for the destruction of virtually the entire Soviet division.

By nightfall the next day hundreds of Russian dead were strewn on the snow around the peninsula. The Finns closed their pincers from both ends of the lake and the few surviving Russian soldiers ran frantically in headlong retreat. But the next eight days the Finns pressed the Russians relentlessly. The latter threw in their reserve division, but at Lake Ahti their defeat was completed. Vivid pictures of this disaster were painted by correspondents who visited the front. One wrote:

"We recently travel the twenty miles of winding road through heavily forested territory from Lake Tatra eastward to Lake Ahti to see the most disastrous of the Russian reverses since 1917."

"We found hardly more obstacles in our way. Occasional wide stretches of ice-free had been melted ■ partial open terrain for artillery and machine-gun ■. We passed scores of abandoned Russian trucks, and



artillery and machine-guns hidden in the forest at both ends of the lake, ■ that they could reach the narrow peninsula which forms the waist-line of the "figure eight." In the night two Finnish companies penetrated through the thick forest to the rear of the Russian lines and viciously machine-gunned the Russians. They slipped away ■ swiftly and left the two bodies of Russian troops to fight each other in the darkness for two hours, each mistaking the other for Finns. On December 18 the Finns opened fire from both sides of the lake, and ■ Finns charged the bridge which led to the peninsula, ■ raked from both ■



#### HEAVY LOSSES ■ RED AIR FORCE

Although it began with a great numerical superiority, the Red Air Force suffered heavily in combat with the Finns. By June 20, 1940, the Russians had lost over 200 aeroplanes. Our photographs show, above, Soviet planes flying over Helsinki; left, a Russian machine brought down by Finnish anti-aircraft fire; below, a Red Air Force plane, brought down almost intact in a snow-covered forest. Photos, Associated Press, Central Press, White House.

others loaded with captured war material, being driven back into Finland. Again and again we came across Soviet ~~armored~~ tanks, pushed in ~~lines~~ ~~the~~ ~~and~~ ~~Sometimes~~ ~~there~~ ~~were~~ ~~single~~ ~~tanks~~, ~~sometimes~~ ~~no~~ ~~more~~ ~~across~~ ~~thousands~~ ~~of~~ ~~them~~ ~~lying~~ ~~stranded~~ ~~in~~ ~~a~~ ~~row~~. Once we got out and saw some evidence of the extremely powerful Finnish anti-tank guns, ~~scattered~~ ~~here~~, ~~also~~ ~~tanks~~ ~~went~~ ~~in~~ ~~more~~, ~~which~~ ~~had~~ ~~been~~ ~~cut~~ ~~down~~ ~~through~~ ~~the~~ ~~tank's~~ ~~thick~~ ~~armor~~. Most of the tanks, however, had been destroyed by hand grenades or inflammatory explosives tossed under their tracks by daring Finnish soldiers who had melted in deep holes close beside the point.

In the case of these tanks was the hurried preparation of the Russian occupants, all four in ghastly postures which sometimes resembled those of Polynesian dances. We sawed more than forty such bodies and several more were said to have plunged off bridges and disappeared beneath the waters of the lake.

In the forests on either side of the road were hundreds of empty shelters which had been built by the Russians when they came in. They were empty shelters made of wooden boards, completely incapable of providing any warmth in this Arctic climate.

Those of the Red Army had gnawed the bark from the trunks of the ~~maple~~, ~~The~~ ~~Finns~~ ~~had~~ ~~pushed~~ ~~forward~~ ~~to~~ ~~the~~ ~~lake~~ ~~without~~ ~~bringing~~ ~~more~~ ~~than~~ ~~a~~ ~~day's~~ ~~supply~~ ~~of~~ ~~food~~ ~~for~~ ~~their~~ ~~troops~~.

Of the men of the two ~~or~~ ~~more~~ ~~Russian~~ ~~divisions~~ ~~employed~~ ~~on~~ ~~the~~

Suojärvi front the greater part were killed, frozen to death, captured or wounded in the battle, which was fought in temperatures ranging from 13 to 30 degrees Fahrenheit below zero. In addition, the Russians lost 40 tanks, 3 armoured cars, 14 field guns, 16 anti-tank guns, 240 heavy machine-guns, 86 light machine-guns and a great many rifles. Most of the Russian wounded were frozen to death where they fell. Many men ran wildly into the forest and perished from cold. A sign of this defeat was that the Russian troops were not the determined, badly equipped levies used at first against the

Mannerheim Line. Most of them were between 20 and 28 years old, well clad and equipped, and members of the Comintern, which trains youths for entry into the Communist Party.

The battle of Tolvajärvi had important repercussions on the Lakas (Lackas) sector—the next to the north. The Russian



#### WHERE A RUSSIAN LANDING WAS FOILED

On November 30, 1939, the day on which Russia invaded Finland, the Russians attempted a landing at Hangö, and ~~the~~ ~~fortress~~ ~~there~~ ~~was~~ ~~bombarded~~ ~~by~~ ~~Soviet~~ ~~warships~~. The Russians were unable to effect a landing, and ~~the~~ ~~2,500-ton~~ ~~warship~~ ~~"Krus"~~ ~~(top)~~, ~~of~~ ~~the~~ ~~Soviet~~ ~~Baltic~~ ~~Fleet~~ ~~was~~ ~~seriously~~ ~~damaged~~. In the lower picture are some of the ~~garrison~~ ~~of~~ ~~one~~ ~~of~~ ~~the~~ ~~Finland~~ ~~fortifications~~ ~~which~~ ~~took~~ ~~part~~ ~~in~~ ~~the~~ ~~action~~.

Picture: Photo: Science, Special & General

were reported advancing towards Nurmee, an important town on the railway running from Lake Ladoga to the Swedish frontier, on December 4. Following the rout of the Russians at Tolvajärvi and the consequent disorganization behind their lines, Finnish storm battalions were able to ~~move~~ ~~into~~ ~~Russian~~ ~~territory~~ ~~opposite~~ ~~Lielva~~ ~~on~~ ~~Christmas~~ ~~Day~~, ~~after~~ ~~routing~~ ~~their~~ ~~opponents~~, ~~thus~~ ~~carrying~~ ~~the~~ ~~war~~ ~~for~~ ~~the~~ ~~first~~ ~~time~~ ~~on~~ ~~to~~ ~~Russian~~ ~~soil~~.

Finland's  
"Waist"

On the Kholm front 70 miles north of Lackas, no important engagements were reported on either side. But it was on Suomussalmi, one of the most desolate ~~regions~~, with only three settlements to the square mile, that the eyes of Finland's sympathizers were directed in the early ~~stages~~ ~~of~~ ~~the~~ ~~war~~. It was here, too, where Finland's "waist-line"—the 110 mile-wide stretch of territory between the Gulf of Bothnia and the Russian frontier—seemed to render her particularly vulnerable to attack, that the Red Army suffered its first big reverse. If Russia had been able to drive across the "waist-line" she would have cut ~~the~~ ~~country~~ ~~in~~ ~~two~~, separating Finland's northern and southern armies.



On December 3 the Russians were reported to be advancing against Suomussalmi from their millhead at Uhtua. Suddenly, they made good progress, the Finns admitting on December 10 that the enemy had advanced 18 miles, but again the Russians were blundering into a trap. Disaster overtook them at Lake Kuntti, on which Suomussalmi is situated. This lake has two northern arms, and the Russians advanced confidently until they reached the westernmost. But the territory here forms a natural trap, which some 15,000 Russian troops entered early in December. The elusive Finns worked round to their rear, cut their supplies and waited for the Russians to freeze in the intense cold. Day after day the Russians halted, daring neither to move nor to fight fires which would have attracted Finnish snipers, and hoping for reinforcements to come from Russia. But Finnish patrols had also ended the Murmansk-Leningrad railway and cut the branch railway from Uhtua at several points. The Russian powers of resistance sank lower and lower. The cold froze their feet and fingers-tips, so that they could hardly walk or light a gun.

For ten days an occasional shot in the frozen Arctic forest was the only sound to break the silence around the trapped division, then the Finns attacked. The invaders put up a stout

resistance for three days, but on the fourth it was over. Thousands of Russians were killed, and of the survivors many were unable to stand. Scenes outstanding even among the horrors of modern warfare were witnessed after the battle. Newly fallen men cast a mantle over the recumbent forms of thousands of Russian dead. Frozen lions projected like dead branches above the snow; trees were pitted with machine-gun bullets, while in thickets around were found the machine-gun nests of the Russians, the crews dead at their stations.

The Finns claimed that the 163rd Russian Division of 18,000 men had been virtually destroyed. Twenty-seven guns, 11 tanks, 150 horses and many other vehicles, besides much ammunition, were captured. But Finnish losses also are believed to have been heavy. If not decisive, the Finnish success removed, temporarily at least, the threat to Finland's waist-line. Suomussalmi was abandoned by the Russians in their flight—so hastily that the body of a wounded Russian soldier was found frozen on the operating table in a building adapted as a hospital. The

victory of Suomussalmi was completed when, early in January, 1940 (as related in a subsequent Chapter), the Finns routed and destroyed the Russian division (44th) in reserve on this sector.

The second Russian thrust to Finland's "waist line" was at Salla. Russian columns began pouring towards Kamijärvi, the most easterly point of the

#### The Salla Battles

on the Swedish frontier, early in December. The Finns made stout counter-attacks, but the Russians employed Finnish Communist troops on this front, who were just as skilled fighters as the defenders themselves. Salla was captured by the Russians on December 12, but the Finns claimed the recapture of the village two days later. The fighting was most bitter, the Finns using daggers for close work in the dark woods. At the end of the year no decisive action had been fought on this front; but the activities of Finnish patrols, who had interrupted the Russian communications by daring raids on lines behind the Russian lines—especially at Uhtua, where they destroyed several Russian 'planes

#### CAPTIVES OF ILL-FATED 163rd DIVISION

In the fierce fighting around Suomussalmi, at the end of 1939 and the beginning of 1940, the Finns destroyed two Russian divisions. Below is part of a column of Russian prisoners from the 163rd Division, captured near Peltosenniemi, and here were marching into a Finnish camp. Later the reserve Russian division in this sector was routed also.

Photo. U. S. World







# **AIR RAID DAMAGE IN THE FINNISH CAPITAL.**

Helsinki was within easy range of Soviet bombers and inevitably became an important objective of the war. Above, inhabitants in Helsinki sheltering against a high wall during a raid on the city. Below, left, a block of flats in Helsinki split by a bomb. A demolition squad is clearing the ruins. On the right, the blazing remains of a motor-bus after the raiders had passed. Below, right, a church in Helsinki wrecked by Soviet bombs.

Photos, Associated Press, Wire World, Nordisk Press, United Press.





### CONDOTTIERO ■ ■ ■ SNOWS

General Wallenberg, seen above during a tour of inspection of the Salla sector, was appointed to the command of the Finnish armies operating in the north. Author, Journal of an Investigator, writes: "Inspired by the General Staff, North Wallenberg is the hero of a hundred exploits. Like Mannerheim, he fought against the Reds in the Civil War of 1918."

by means of hand grenades—promised advantages for the invaders similar to those they had encountered further south at Suominen and Suojärvi.

On the night thrust made by Russia on land against Finland the only factor on which she could claim a success, however temporary and precarious, was all the more northerly front in the Petsamo area. The Russian objective was the complete possession of the Kola Peninsula, through which the Russo-Finnish frontier ran. The fighting here would have turned a subject for any painter of battle scenes—the Arctic darkness lit up by the lurid glow of burning buildings, the trek to the Norwegian frontier of terror-stricken Lapps with their belongings, the dramatic attacks on the invaders of Finnish deserters.

Russian submarines co-operated in the attack on Luleå, the small outlying port of Petsamo. The Finns, hidden along the rocky shores of

Petsamo Bay, picked off the Russians in hundreds as they landed. The Soviet troops attacked on the Rybachy Peninsula on the first day of the war. Bitter fighting went on for several days, and the Finns claimed to have killed 1,000 Russians when the devastated cliffs of Petsamo Bay showered masses of rock on the invaders in boats below. On land, the scanty scrub of the Arctic afforded the Russians little cover. In spite of their losses the Russians landed columns after columns of the Finns, who after several smaller attacks were forced to give ground. The war brought devastation to the inhabitants: ten thousand of them were collected, with only canvas as a cover, waiting to get to Norway. Families were split up, many were killed or frozen to death. One mother sent several children, travelled a hundred miles in two days in blinding snow; five children died before she reached safety. Another mother lost her only child in a snowdrift.

The largest Russian attack came in the middle of December. The retreating Finns burned everything which could be of use to the invaders. The township of Salmijärvi, 10 miles from the mouth of the Petsamo River,

was razed to the ground, and the Held Up British-owned nickel mines at Kolanjoki were blown up. Towards the end of December the Finns were holding a line some 60 miles south of Petsamo, the Russians were apparently held up by lack of supplies. Support from bombing planes and from warships anchored in the Gulf of Bothnia contributed largely to the Russian advance on this front, but the danger of a further advance along the Great Arctic Highway—Finland's motor road from Petsamo to Tornio, at the head of the Gulf of Bothnia—seemed to recede with the approach of the Arctic winter in all its severity.

Frequent bombing of Finland's roads and communications was a feature of Soviet tactics, and civilians suffered; news from reliable sources was scanty at the time, but from later investigation it appeared that civilian casualties had been surprisingly small (see Chapter 143,

page 1200). The two worst raids of this early period were on the opening day of hostilities (when some civilians were killed in Helsinki) and on Christmas Day, when Helsinki, Sortavala, Turku and Hangö were among the places raided. The Russians did not have it all their own way in the air, however, and during the period the Finnish Higher Command claimed the destruction of 23 enemy machines; a fair estimate is that the Russians lost at least 100 aircraft during the first month of the war. Some observers placed the Russian losses at 200 aircraft, 212 tanks, and 100,000 killed and wounded in this period. The Finnish Air Force repeatedly bombed the Russian forces and their communications, outstanding operations being several raids on the Leningrad-Murmansk railway.

Russian naval operations were confined to the capture of five undefended islands in the Gulf of Finland, among them Suursaari, and to bombardments of the Finnish coast and especially of the Kolvika coastal batteries.

At the end of the year the Finns, under the Premiership of Dr. Risto Ryti, who on the second day of the war formed a new Government consisting to a large extent of financial experts, were confident. Foreign supplies were reaching them in satisfactory quantities,

and if these were maintained they hoped to defend themselves successfully in the future. Finland's case was ably stated at Geneva, when she appealed to the League of Nations for help (see Historic Documents, No. 77), and her country was just as ably defended by her soldiers.

As to the causes of the Finns' astonishing success against their mighty neighbour the natural difficulties of forest and marsh, intensely cold weather, and lack of communications no doubt played a major role. The Finns proved themselves born fighters, versed in the art of camouflage; they were good marksmen and, owing to their skill on skis, possessed much greater mobility than the Russians. The Russian army, on the other hand, showed certain deficiencies in equipment and organization. Outstanding defects seemed to be insufficient or unsuitable clothing for an Arctic campaign, and the launching of mass attacks which gave good targets to the Finns.

"The Russians are like a herd of reindeer," said one Finnish soldier. "We shoot and shoot until we surround-

tion is gone, but still more of them advance over the dead bodies of their comrades." The Russians showed the customary bravery of their race, but seemed ignorant of the art of forest warfare.

As suggested above, the success of the Finnish arms was largely due to the daring ski patrols, which penetrated for scores of miles into Russian territory and disorganized the only route on which the Russians could rely for supplies—the Leningrad-Murmansk railway. This view was expressed by General Wallerius, commander of the Finnish Northern Army, who stated the Finnish problem as follows:

"This war is a problem of mathematics. We have 80 guns where the Russians try to break through, and have troops in sufficient quantity at those places. We replace numbers by intelligence, our soldiers are individual fighters. The Russians can never overcome this kind of tactics."

But it should be pointed out that this was the first real campaign to be fought by the modern Russian armies, and it was too early yet to perceive the basic strategy of the Soviet High Command.

#### ONE OF MANY DISABLED RUSSIAN TANKS

The Soviet Army suffered many losses in tanks and other mechanized equipment during their attacks upon the Mannerheim line. Finnish soldiers are here seen examining a Russian light tank which has been put out of action, apparently by the Finns' famous "thrusting" tactic into the machinery.

(Photo: Photo News)





### MAINTAINING ESSENTIAL HOME FOOD SUPPLIES

In this page are seen various aspects of the maintenance of Britain's food supply in wartime. Above, Mr. W. S. Morrison, Minister for Food, watches the unloading of a cargo of meat at a British port. On the right sugar beet is being taken off the lorries at a Yorkshire factory. Below, fishermen, carrying in as usual despite the menace of German mines and submarines, are hauling in nets.

*Photos: Central Press. (Opp. Page 10)*





# ENSURING BRITAIN'S FOOD SUPPLIES: CONTROL AND RATIONING OF COMMODITIES

*Pre-War Precautions—Gigantic Task of the Food Ministry—The Pooling and Bulk Buying of Foodstuffs—Rationing of Butter and Bacon—The Position with Regard to Sugar—Britain's Increased Output of Beet Sugar—The Control and Rationing of Meat—Why Rationing of Foodstuffs was Necessary: The Minister's Explanation*

ONE of the greatest errors of the war of 1914-1918 was the omission to set up a national system of food control until the struggle had half run its course. For two years and more, supply and demand were allowed to regulate the prices of the essentials of the people's life, with the result that retail food prices rose about sixty per cent, food queues were a common sight in the cities and towns, on every hand there were signs of the most shocking mismanagement and waste, and from every quarter came complaints of hoarding and shortage and unfairness in distribution. At last when the nation's patience was exhausted and the whole economic machinery of the country was creaking and cracking under the strain, a Ministry of Food was established which eventually, under the wise direction of Lord Rhonda, brought order out of chaos and made food give way to, not plenty indeed, but a comfortable sufficiency.

No such mistake was made in 1939. Months before the war began the Food (Defence) Plans Department of the Board of Trade, under

A Year's Stocks Mr. W. S. Morrison, M.P., had prepared the way for a fully-

fledged Ministry. Large stocks of some of the most valuable but more perishable foodstuffs—wheat and sugar, for instance—were accumulated. Arrangements were made for taking over the purchase of foodstuffs from abroad and controlling the whole system of marketing and distribution, and the foundations were laid of a rationing system which should ensure that the available stocks were distributed in the fairest and most effective way. Furthermore, production was stimulated, and farmers and smallholders and the great army of amateur gardeners were exhorted and encouraged to grow more food.

The Food Ministry was born on September 8, 1939, and the Minister, Mr. Morrison, at once set in motion the machinery which had been elaborated for the emergency. No new army of officials was created or was even contemplated to deal with food at the docks or markets or other centres.

"The intention," said Mr. Morrison, "is that the task of food distribution shall remain in the hands of traders, men who know it from A to Z, and who merely become agents of the Government—which is another way of saying 'the agents of the public.' " Private trade in foodstuffs obtained from abroad was terminated, and the Ministry became almost overnight the biggest buying organization in the world, as might be expected from the fact that it was now charged with the feeding of 46,500,000 people. Prices of the important foodstuffs were controlled, and in September the first of a series of lists was issued, fixing the maximum retail prices of butter, eggs, condensed milk, flour, sugar, canned salmon, potatoes, and dried fruits. In this way rises which had occurred in some overseas markets were prevented from having their repercussions at home.

As part of the Government's policy of preparedness for enemy air raids on a large scale, the metropolitan markets of Smithfield and Billingsgate were decentralized. After a few weeks, however, the latter was restored to its old home in London, so widespread was the confusion, so many the complaints at the delays and inadequate accommodation, that arose when instead of one great centre where middlemen could deal with retailers direct there were a large number of much smaller centres established in outlying regions.

This was the first of the Ministry's errors of commission—one which, be it admitted, was soon rectified when public opinion expressed itself loudly and forthrightly. There was another error, however, which could not be so readily disowned—what came to be known by the name of Pooling.

Whether it was because of the simplicity of operation or because of the cheapness that might be expected to result, the Ministry planned to "pool"—in other words, mix—the available stocks of some of the most vital foodstuffs, i.e. tea, marmalade, butter, dried fruits, and meat paste.

From the outbreak of war the main overseas purchases were controlled by the Ministry; comparative bidding was

eliminated, and the Ministry bought in bulk all the available supplies. This gave, as it was claimed, the best possible assurance for the essential supplies from overseas at the lowest possible price. Pooling in purchasing, then, would seem to be fully justified.

Not could there be much objection, in principle at least, to pooling in distribution. Indeed, this was declared by the Ministry to be an essential preliminary to the rationing scheme which was announced to come into force soon or later. Rationing necessitated fixing the quantities which a consumer might buy, and ensuring that he actually received them. Thus, it was urged, the Ministry must control supply through all its stages, and this in effect was what it did.

But pooling in quality was on a different plane. Admitted that in wartime a blending or manufacturing firm may come to be deprived of the full range of grades of the raw materials required for a particular variety of article, or it may be impossible to frame a list of maximum prices without reducing the number of varieties on sale. But when it was announced that not only marmalade but tea was to be "pooled," there was a tremendous outcry.

Only for a brief space, in fact, was a standardized brand of "marm" seen in the shops—it was alleged to contain vitamins A and D to bring it up to the vitamin value of butter, and retained at a standard price of 6d. per lb.—and then the brands of the various manufacturers were again on sale. As for tea, no standard variety was issued. Nevertheless, the Ministry did good work in rationing all the existing stocks of tea, in taking over the control of all fresh arrivals, and in marketing the tea in Britain. As a result, tea ~~was~~ <sup>was</sup> up somewhat.

Of the other commodities included in the pooling plans, there was no blending or mixing of butters, although all butters were made subject to the same maximum retail price. Grades of dried fruits were actually pooled and mixed, to secure fair distribution following the shortage of supplies in September. As

soon as bulk stocks arrived, maximum wholesale and retail prices were fixed, and the situation eased.

On November 1 Mr Morrison announced that the first foods to be rationed would be bacon (which included ham) and butter. For the first few weeks of the war bacon supplies were short. Although the pig population of the country stood at 3,763,000 as against 1,825,000 in 1918, home-cured bacon met only one-fifth of the country's normal needs.

#### Bacon Problems

The remaining four-fifths had come from overseas, principally from Denmark, Eire, Canada, and the Baltic countries. For a few days following the outbreak of war shipments from Denmark, representing 36 per cent of the imports, were entirely suspended, and although they resumed after a period of uncertainty, it was obvious that the activities of the Nazi submarines and mine-layers might at any time result in a fresh suspension. Supplies from the Baltic countries ceased, of course, but there was little doubt that the flow of bacon from Canada and Eire would be maintained.

Apart from the reduction in supplies, the distribution of bacon within the country raised difficulties which again pointed towards a system of Government control and eventual rationing. Distributors accustomed to handling Danish bacon found their supplies cut off for a short time, while those handling Irish or Canadian bacon sometimes found themselves handling exceptionally large quantities owing to the fact that ships in wartime arrived irregularly, and might be diverted to ports other than their customary ports of call; on account of the need for secrecy, it might be impossible to give advance information of their arrival.

Acting through HINDAL (Bacon Importers National Defence Association Ltd.) and normal trade channels with committees fully representative of the trade, the Government, with a view to the equitable distribution of the available supplies, divided the country into areas to which stocks were allocated as nearly as possible in strict proportion to their requirements. The evacuation of London and some of the provincial cities greatly increased the difficulties attending the scheme, and there was criticism of the "datum period" for bacon supplies, which was believed to be the four weeks ending August 19, when large numbers of people were away from their homes on holiday. Hence, in the event, holiday resorts found themselves with a large surplus of bacon, while the cities to which

the holiday-makers had returned correspondingly deficient. The same criticism was advanced in connexion with butter, the datum period for which was June 5 to July 29, 1939—also a holiday period.

Owing to the temporary cessation or restriction of imported supplies the country became especially dependent on home-cured and Irish bacon. As a result, those traders normally handling home-produced bacon—and their customers—tended to be in a better position than those who depended on imported bacon. To remedy this apparent unfairness the Ministry of Food took powers



#### SHARE AND SHARE ALIKE

The food rationing scheme came into operation on January 5, 1940, beginning with butter. This London shopkeeper is extending coupons from ration books of customers registered with her for their supplies.

Photo, P.M.

to requisition a proportion of the output of English curing factories: sometimes the proportion requisitioned was as high as 50 per cent of the output. The bacon taken over in this way was then distributed through the channels usually handling imported supplies.

The bacon trade did not best against the Ministry of Food, but it was soon recognized that something more than distribution quotas and price control would be required, in the public interest. Rationing was indicated.

Butter was in a similar case. In peacetime Britain was consuming nearly the whole of the world's exportable surplus of butter, and hence it was next

impossible for the Ministry to accumulate a stock in readiness for the expected emergency. If butter had been taken from the market for storage there would have been a corresponding reduction of stocks available, which would have caused a rise in price. While certain butters can be kept quite well over long periods in cold storage, the latter is expensive; and, besides, the cold storage of the Ministry's disposal was limited. It was stated that the largest quantity of butter which could have been withdrawn from the market for cold storage was about 20,000 tons a year, and this would have sufficed to add only 4 lbs of butter per week to an individual ration for a period of four weeks. To make good the anticipated deficiency in the wartime supplies of butter, resort was had to margarine.

The Government set itself the three-fold task of making certain that ample stocks of the raw materials for margarine production were brought into the country, that the margarine factories should be enabled greatly to increase their production, and that there should be no undue increase in the retail price of "marg." Unlike butter, the raw materials for margarine manufacture could be brought in large quantities for storage without disturbing the peacetime markets, and, moreover, it could be stored inexpensively. A big reserve was therefore secured before the war began, and further contracts for supplies of the necessary oil seeds were entered into in due course. As to the manufacture of the finished article, the Ministry arranged in consultation with the margarine manufacturers that they should concentrate on the production of one standard brand at a standard price. By the middle of November the enlarged stocks of raw materials and the increased production of the factories enabled the Ministry to free the industry and to allow the manufacturers to resume the production of proprietary brands. Nevertheless, it was admitted that the control established at the outbreak of war had been absolutely necessary in order to allow production to be increased on a scale sufficient to meet all potential needs, and to prevent any rise in the price.

Butter and bacon, then, were the two foodstuffs chosen for the first stage of rationing, and from what has been said above it will be realized that the Ministry had little difficulty in justifying the step. Announcing the Government's intentions in the House of Commons on November 1, Mr. Morrison said that of these two commodities it was not proposed to begin rationing

Margarine  
'Unpooled'



before the middle of December. The actual date would be announced later, and during the interval each consumer would be asked to register with a retailer of his or her choice.

"Both butter and bacon," he went on, "are perishable. Neither commodity was suitable for storage, and consequently no Government reserve of either existed on the outbreak of hostilities. Later we expect supplies to increase, but for the present imports from European sources have been reduced, and there has not been sufficient time to fill the gap from more distant sources of supply. Provided that imports continue at the present rate, as there is good reason for assuming that they will, the ration for both bacon and butter will be 4 oz. per week for every individual consumer, i.e. 1 lb. of bacon and 1 lb. of butter for a family of four persons."

The Minister then dealt with the question of sugar. Supplies were at present adequate, he said—a few weeks earlier the Ministry of Food had made arrangements for the purchase of one year's requirements—and the Government did not think to impose the rationing of sugar for the present. If such companies restricted purchases to 1 lb. per head per week in 1940, there would be sufficient for some months without the need for rationing. At the same time the Government would ask each consumer to register for sugar with a retailer, although it would not be necessary to use the coupons in the ration books which were being prepared.

On the whole the Government's proposals were received philosophically enough. Most people would not have been surprised if

#### Rationing At Last

rationing had been introduced in the first few days of the war, and now too this was postponed to the middle of December.

Satisfaction increased when on the morning of Mr. Morrison's speech it was learned that the introduction of the rationing scheme might be still further postponed until Christmas or more probably January 1 owing, in the case of butter, to the shipments which, as in normal years, were arriving from New Zealand, Australia, and the Argentine, and which would reach their peak just before Christmas.

The postponement did not meet with universal approval, however, and the case of the critics was presented in the House of Commons on November 23 when Mr. A. V. Alexander, the principal spokesman of the Co-operative movement, moved that "the measures with respect to food supply should be more energetically directed towards arresting

the continuous rise in prices and ensuring that the day-to-day requirements of all sections of the community shall be fairly met through the immediate application of a comprehensive rationing scheme." Mr. Alexander's argument was that rationing of bacon and butter would not begin until the middle of December at the earliest, and would then provide only 1 oz. a head of butter a week and a similar amount of bacon or ham. In his opinion rationing should be introduced as soon as (he declared) from every side there were complaints of a shortage of bacon and butter as well as other commodities. There was no reason why rationing should not be instituted next week; they did not beg it, they demanded it.

Mr. Morrison in his reply said that if he saw a severe scarcity of meat or any other commodity he might be would certainly recommend that the House should agree to its rationing, but they did not want to see the matter treated as a doctrine—as though rationing was good for its own sake. While he recognised the virtues of rationing the war on he also saw the drawbacks from the ordinary consumer's point of view.

Rationing was bound to be worked out on a mathematical calculation of the total supply divided by the number of the population. But the flat average which resulted from such a calculation did not conform to the reality. Every one did not eat the same kind of meat, nor the same quantities of it. Therefore, he believed that they should have as far as possible the utmost amount of freedom possible. While proceeding with preparations for rationing, he thought that they should do so with prudence, and not ask people to undergo the inconvenience of rationing unless there was such a shortage of a commodity as to interfere with equitable distribution.

Days and weeks passed, and still no definite date for the commencement of the rationing scheme was announced, although the work of registration with the retailers proceeded smoothly. Then on November 29 came the clear announcement by Mr. Morrison in the House of Commons that the rationing scheme for bacon and butter would be introduced on January 8, 1940, when the ration for both commodities would be, as previously stated, 1 oz. per week for every individual consumer.



#### A BLOOMSBURY MARKET GARDEN

"Grow More Food" was a war slogan that was put into effect by professional and amateur gardeners alike. Allotments quickly came into existence in parks and public gardens, and here was the part of Tavistock Square, London, with cabbages replacing the grass.

As things turned out, sugar also was rationed from January 8, and the allowance was fixed at 12 oz. a week for each person. This was announced by the Ministry of Food on December 28, when it also stated that meat would be rationed at a date to be announced later, although consumers were asked to register for meat supplies with their retailer not later than January 8.

There was some surprise that the amount of the sugar ration was to be 12 oz. a week for each person, considerably less than the 1 lb. a week to which the public had been asked to limit their consumption.

**Sugar Allowance** "The people of this country," said Mr. Morrison in an accompanying statement issued by the Ministry on December 28, "are among the highest consumers of sugar in the world. Rationing will still leave us high in the list. In Germany the ration is 8½ oz. a week, but just also is rationed at 3½ oz. for adults and 5½ oz. for children. Here children and adults alike will get a full allowance of all the rationed foods. Sugar is an important and convenient source of energy, but the same energy is available in alternative foods, especially in potatoes and other vegetables which provide valuable protective elements as well."

Appropriate allowances of sugar for confectionery manufacturers, bakers, brewers, and in other special cases were announced, and special arrangements were made for domestic manufacturers. It was also made known that the Government was endeavoring to stimulate the home production of beet sugar: the estimate of the home crop for 1939 was 475,000 tons as compared with 289,000 tons for the previous year.

Turning to the question of meat, Mr. Morrison said that from January 8 the Ministry of Food would buy not only all the imported meat but all livestock offered by farmers for slaughter, and would control the distribution of all meat supplies both home-produced and imported. As the ration would be based on value, its weight would vary with the consumer's choice of quality. The "milds offals"—tripe, liver, hearts, kidneys, tongues, wattleheads, and offals—would not be rationed, nor would the manufactured products—sausages, brawn, meat pies, galantines, and meat pastes.

Speaking generally, the Minister declared that "the rationing scheme gives ordinary citizens a chance of joining in the good work being done by the Navy and the merchant marine. It enables them to unite in a national

effort to reduce the claims and strains on our shipping, both naval and merchant, and it permits a greater dedication of our shipping to the purposes of war, the transport of men and munitions, of essential raw materials, and of goods whose export brings in foreign exchange. The scheme will help us make our war effort more efficient. It will release both foreign exchange and shipping space for the importation of armaments and raw materials. The rationed foods



**CANNED MEAT FOR OLD ENGLAND**

While, in the event, Allied control of the seas made possible the importation of adequate supplies of fresh meat, large stocks of canned meat were brought from the U.S.A. as a reserve in case of need. Above is part of a consignment ready to be shipped from Staten Island.

Photo: Anonymous

will be distributed with absolute fairness, and, while superfluous consumption and consequently importation will be eliminated, the people will be fed adequately and the quantities of food available will be well up to the requirements of health and efficiency."

So the rationing scheme was put into operation. Eight classes of ration books were envisaged, viz.: General, for adults and children over 16; Child's, for those under 16; Traveller's, for use by commercial travellers, theatrical artists,

lorry drivers, etc.; Adolescent's Supplementary, in respect of boys aged from 13 to 16—not girls, he it noted—containing an extra page of meat coupons; Heavy Worker's Supplementary, also with an extra page of meat coupons, but representing a larger ration in addition; Weekly Seaman's, for seamen on weekly engagements who had visits at different ports; Emergency, for use by persons temporarily away from their homes; and, finally, cards for use by soldiers, sailors, and airmen on leave. In the event, however, the Adolescent's Supplementary and Heavy Worker's Supplementary cards were not issued.

Each class of ration book was of a distinctive colour, but every book contained pages of coupons for the five foods which it was thought might be included in the rationing scheme—meat, bacon and ham, butter and margarine, cooking fats, and sugar. Pages of spare coupons were also included to serve for foods which might be rationed later. As mentioned above, the only foods rationed at the outset were bacon (including ham) and butter (which did not include margarine), and, some weeks later, meat.

On receiving the book the consumer was required to register with a shop or shops for the rationed foods, and the retailer then detached a counterfoil from the book which became his warrant for applying to the local Food Officer to buy the necessary supplies. He was not permitted to buy more than the total amounts for which his permit was issued. Then at the time of purchase the retailer detached from the book a coupon representing the amount of butter or bacon or meat supplied, or, by arrangement with his customer, he detached the complete page for convenience.

No doubt it was a measure because so many people commended the satisfactory working of the rationing scheme in the First Great War that the scheme that began on January 8, 1918, had a smooth, almost untroubled inception. But, nevertheless, it was recognized as a necessary war measure. "I leave you with this conclusion," said Mr. Morrison at the end of his broadcast to the nation on January 6: "we will not ask our menfolk at sea to bring us more food than we need. Let them bring instead of that surplus more and more of all that will increase our protection and their strength. And, truly, we have won the victory, we at home will share in what our men bring as they share the dangers of their service."





#### AFTER A RUSSIAN AIR RAID ■■■ HELSINKI

Helsinki is less than 200 miles from Leningrad by air, across the Gulf of Finland, and is very vulnerable to attack. As an important seaport and the Finnish capital, it was exposed to frequent bombing. This block of flats was destroyed in one of the first raids soon after the outbreak of hostilities.

*Photo: Western Press*



Center Street, Helsinki, looking towards the Station.  
The Finnish capital is famed for its architecture.



The statue of Liberty symbolizing the freedom  
regained by the Finns in 1918 at Vaasa.



The market place at Turku. Also the old  
capital of Finland. Taken before the Russian  
invasion, the three photographs reproduced above  
present a remarkable contrast to those of the  
same towns seen on the opposite page.

Photos: Photo-Library, London.



Horizontal Scale in English Miles

0 50 100



Center Street, Helsinki, looking towards the Station.  
The Finnish capital is famed for its architecture.



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Photos: Photo-Library, London.



#### FINLAND'S WHITE KNIGHTS OF LIBERTY

Coastline action by white-clad Finnish ice patrole proved devastating to the Russian battleships. The Finns harassed them unceasingly gliding from point to point in silent and terrible numbers. Here and there the patrole holding a permanent line on the Baltic front with snow-covered ditches as their only cover in front of woods or rocks.



# THE WESTERN NEUTRALS: POSITION OF HOLLAND, BELGIUM, LUXEMBURG AND SPAIN

*Neutrals did not Fear Allied Aggression—Strategic Importance of the Low Countries to Germany—Luxemburg a Centre of Espionage—Holland and Belgium Prepared to Defend their Independence against Germany—The Situation of Switzerland—Spain was Disillusioned by the Nazi-Soviet Pact*

No more peacefully inclined and ~~moderately~~ neutral countries existed than the small western neutrals and Spain. The best-named ~~was~~ differently situated in relation to the war not only geographically but politically. On purely economic grounds all these countries were bound to suffer much even as neutrals, owing to the dislocation of international trade; while Holland, Belgium, and Switzerland had to bear a curious charge on their limited resources for unavoidable special measures of defence, the most anxious of which were the various degrees of mobilization forced upon them by the recurring threat of a German invasion. After an interlude of quiet while Queen Wilhelmina and King Leopold put forward their plan for peace negotiations between the belligerents, there was a resumption of the threatening tone of German propaganda against Holland and Belgium and of the troop concentrations near their frontiers; and before the end of the year they were hurriedly extending in concert their defence measures.

It was a remarkable indication of the world-wide possession of the fact that Germany was the law-breaker and the

Allice the upholders of international law, that **No Fear of Allies** now when among the small neutrals during those anxious months was there any fear of an Allied aggression against their frontiers. The ready preparations to defend their independence were entirely inspired by German actions and the black German record. In spite of the far-reaching agreement with Soviet Russia, and the possibility of certain supplies being added to the German stores of ~~some~~ ~~essential~~ and food, it was increasingly realized, as the autumn passed into winter, that the compulsion to initiate a great offensive lay upon Germany and not upon the Allies, whose naval blockade was strangling her internal economy.

In 1911 Germany's war achievement of a lightning victory had been frustrated mainly by the diversion in the East caused by the Russian armies; France was comparatively open to invasion then, and the Germans, by

tentally smashing their way through Belgium, had made ~~one~~ of thrusting into French territory in the north and of occupying strategically important naval bases on the Belgian coast at Zeebrugge and Ostend. The importance of these bases then was mainly for the U-boat counter-blockade, but in 1939 the acquisition of coastal bases closer to England than the Prussian Islands had assumed a new importance, inasmuch they would include seaplane and bomber bases from which shipping and vital centres in Britain could be more conveniently attacked. This development of the air warfare, which began to rival, and indeed to exceed in importance, the U-boat campaign, was one of the features of the early months of the war of 1939 which distinguished the campaign from that of 1911. When the bad weather ~~was~~ in during November, 1939, postponing the prospects of a big land offensive, the naval ~~was~~ in the air, as it might be termed, soon enlarged its role in operations. Before Christmas the Nazi command had characteristically incurred further condemnation by extending hostilities to fishing trawlers, the crews of which were mercilessly

machine-gunned when forced to take to their boats. (See Chapter 47 for an account of this aspect of the war.)

By the latter part of December, 1939, it was obvious that the main German air forces, which greatly exceeded us not in quantity, if not in quality, the established British and French, were being held in reserve; and even with-

~~the~~ the other meaning **British Count** ~~some~~ of German **as Air Base** concentrations on land it had become clear that in this war the British case would be the kind of strategic objective that the Germans were unlikely to deny themselves out of respect for international law. If they invaded Holland, they would probably invade Belgium at the same time, not merely as a further threat to the French defences, but to secure the coastal waters for their naval and air bases. And when this should occur the ~~commencing~~ of the Duchy of Luxembourg, situated between eastern Belgium and the Maginot Line, was a foregone conclusion, for Luxembourg could offer no resistance. The other strategic "question-mark" was the possibility of a German invasion of Switzerland, probably from near Basle



RESPONSIBLE FOR BELGIUM'S DEFENCES

Above are three of the ~~men~~ who were responsible for the defence of Belgium at the time of the threatened German offensive in January, 1940. Lt.-Gen. Van ~~der~~ **Borsselt**, Chief of the General ~~Staff~~ **Staff**, with his deputy, Maj.-Gen. Van Troyen and Maj.-Gen. ~~Duysen~~ **Duysen**. Lt.-Gen. Van der ~~Duysen~~ **Duysen** resigned on January 31 and was succeeded by Maj.-Gen. Michiels.

(Photo, R. Corps)



### BEIGIAN LIFE-LINE OF PEACE AND WAR

Completed in June, 1933, the Albert Canal running from Liège to Antwerp is a great strategical as well as economic importance. In many places, as at the Vierschaar cutting west above, between Haccourt and Vierschaar, it rises up like giant cliffs, and it is strongly fortified.

Photo, Fox

to Germany, as a means of outflanking the French Maginot Line.

The problem of Switzerland, however, was less closely bound up with that. Her small fellow neutrals and to get a clear picture of the situation it will be better first to consider the position of these latter countries.

Luxembourg, with an area of less than a thousand square miles, a population of about 200,000, and an "army" of 250 men, could be ignored as a barrier to aggression.

#### Luxembourg's Position

The fact that its mining industries (an extension of the German Saar) were comparatively important left no prospect of the Dutch remaining free from invasion when a large-scale land offensive should begin. A point of divergence from the campaign of 1918, however, was that a German invasion here would release a French advance from the Maginot Line along the southern frontier, in an attempt to hold up the German advance by a flank attack. The northern end of the Duchy, projecting into Belgium, where the former German areas of Eupen and Malmedy were situated, was even less likely to be respected if the German forces invaded Belgium. But assuming that such an invasion would form part of a larger offensive, including the occupation of

Dutch coastal areas, the military difficulties for the invaders might be considerable, faced as they were by strong French fortifications from which an Allied advance could safely be made. Therefore the German military had established a network of espionage



### DANGEROUS CORNER

So great was the fear of a German invasion in January, 1918, 1919, the Belgian Army fully mobilized. This Belgian sentry is on duty on the frontier road to Aachen, in Germany.

Photo, Horner-Loip

during the autumn all over the Low Countries, with Luxembourg as the centre, and this was used in conjunction with unremitting propaganda against the Allies, which till December, 1933, at least influenced a good many Dutch citizens.

The main defensive measures of the Dutch Government consisted in preparations to flood certain areas at short notice, and these areas were in the path of a German invasion. Before the middle of November, 1939, by agreement with Belgium, Holland also had not only raised the water level of the flood areas in preparation, but had undertaken considerable mobilization of her armed forces. Her mobilized first-line forces numbered only 144,000, a total which could be raised to about 270,000 with the partly trained reserves. Her navy and air force were small. But the firmness of the Dutch Government was indicated by the proclamation of a state of siege in the areas vital to the main defence, which meant principally the fortified lines of the Maas and Rhine rivers, and the two chief flood areas. One of these latter was the marsh and fenland west of the Maas, which could quickly be inundated by opening the canal sluices; twenty miles behind this was the Zuider Water Line, a great semicircle. Along twenty miles behind this again was the New Dutch Water Line, where (at great cost to this little country) more serious flooding could be done, sufficient to form a formidable barrier which should delay invaders for precious days, and practically all the Dutch industrial area would remain behind it. The difficulty,

especially from a British point of view, was that these defences did not protect the greater portion of the coast suitable for naval and air bases in the north-east.

Nevertheless, while Dutch fears certainly directed towards Germany, resentment was mainly against Britain, in spite of the fact that Holland had shared in the losses at sea due to Nazi mine-sweeping. In December, 1939, the resentment against the Continent's Control became strong, for the holding up and occasional confiscation of cargoes by the Allies was a serious addition to the economic sufferings of Holland, in her role as the commercial carrier against for much of Western Europe. Both Amsterdam and Rotterdam were badly hit, and unemployment among Dutch sailors increased. That these sufferings and irritations did not influence Dutch policy against a complete understanding with Belgium for defence against aggression affords a measure of the country's sound sense of values.

For Belgium it was important to have concerted in readiness, since an invasion of parts of Holland (especially Limburg) would seriously affect Belgian defences, which necessarily depended more upon military fortifications and the army. This was

the chief factor behind the visit of King Leopold to Queen Wilhelmina early in November, 1939, after their formal and unsuccessful joint peace representations to the belligerents in October. King Leopold had devoted himself to bringing his Flemish and Walloon subjects together in unity on questions of neutrality and national security, and there had been no division of opinion in Belgium in the autumn upon drastic emergency defence measures. Poignant memories of the last war had strengthened the Belgians' determination to preserve neutrality as long as possible, while leaving them no doubt as to the character of the potential enemy. Although, with injured trade and her own share of shipping losses, Belgium could ill afford great expenditure on further defensive measures, she was about strengthening her well-planned fortifications: these had been made on both French and German frontiers, as a gesture of neutrality, but henceforth were to be developed solely on the German side. Her population of slightly less than 9,000,000

was largely industrialized, and supported a relatively strong conscript army, although it totalled only about 28,000 without the reserves.

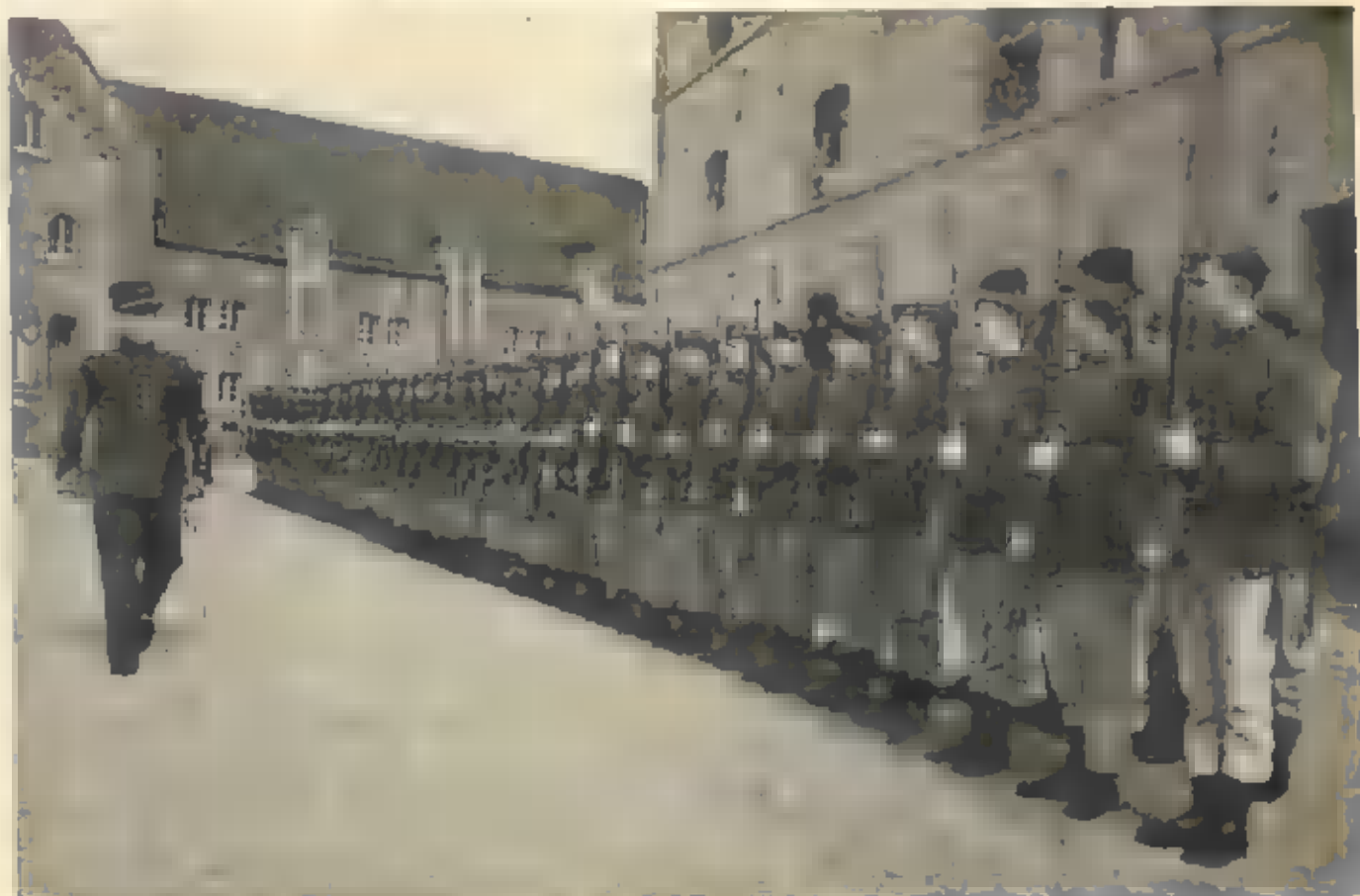
By the first week of December Belgium had called 950,000 men to the colours, and throughout the previous month military detachments had been working unceasingly, day and night, in shifts through all weathers, completing a fortified line all the way from Antwerp to the south, where the frontier touched Luxembourg. The Belgian military had adopted all the French defence methods against a possible large-scale tank attack followed by motorized divisions. The previous completion of the Albert Canal, running from Antwerp to Liège, was of aid to defensive dispositions, as it constituted a defensive line against the weakly held frontier facing Holland; while between Liège and Namur there was the Meuse, with the Ourthe further eastward, to protect the Namur line from an invasion across the German frontier.

#### Belgium Prepares

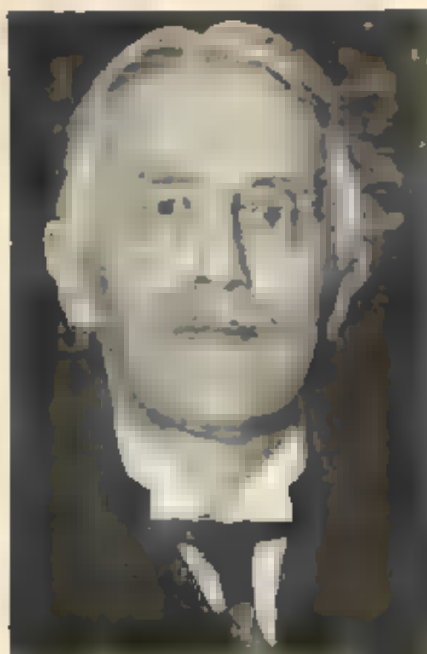
#### HALF LUXEMBURG'S ARMY ON

In 1914, breaking all her pledges, Germany invaded the small Grand Duchy of Luxembourg, seized hostages and stripped the country of its gold and raw material. Twenty-five years later Luxembourg was told with prospects of another German invasion, that its army, a good proportion of which were men only 250 years old, she could not have resisted.

—H. Spillman







#### HOLLAND'S PREMIER

Jan Kees de Groot (later Jan Kees de Groot), Prime Minister and Minister of Finance in the Dutch Government formed on August 9, 1939. He was Prime Minister from 1939 to 1940 and was three times Minister of Finance.

(Photo: A. N. J.)

It was realized that the so-called Maastricht Appendix in the south of Holland was a danger point near the "Aachen Gap," through which the heaviest German assaults had been made in 1914. The emergency work on fortifications, therefore, was largely to strengthen this part of the frontier southward to the hilly and wooded Ardennes country. Between this region

and the French border

Belgium  
Prepared

frontiers to the south-  
west, against Luxem-  
burg, stood large as

the pivot of a powerful system of fortifications. Thus Belgian preparedness met the country's calm firmness of purpose in cooperation with the Dutch. And by December 1939 came what was possible in countries lightly vital countries. A successful resistance would depend, of course, on timely aid from Britain and France, and this in turn would not be practicable in the absence of prior Staff consultations with the Allies. As far as was known, consultations of neutrality and fear of Germany had prevented any joint plan.

What then, was the situation in Switzerland on the southern flank of the Maginot Line? As in Holland, there had been a strong pro-German element in the country during the war of 1914-18, but again, in Holland the feeling had been almost submerged by the events preceding the Second Great War.

and by the course of the four months of hostilities. The French had extended their fortifications to the south, close to the Swiss border, when a German attempt to invade by crossing the north-west corner of the Ardennes might be made. The Swiss, with their neutral countries on France's western frontier, such precautionary measures did not by any means preclude the possibility of an onslaught by the Germans. War machine once the Nazi leaders should decide on a breakthrough. Moreover, a German invasion could be made farther east near Lake Constance although the Rhine constituted here a strong defensive line. The Swiss, in spite of their diversity of languages and their many minorities were completely united and they diligently increased their armaments on all the possible routes of invasion. This neutral Federal Republic, with a population much less than that of Greater London, instituted a complete conscription of its man power, and by December 1939, had a mobilized army of 200,000 men. These were well-trained in defensive tactics. They knew how to use to the utmost the difficulties of the mountainous terrain. They were as well equipped with machine-guns and small automatic arms as the Swiss infantry were said to have the greatest relative fire power of any army.

It was realized that if the Germans should invade Switzerland over the French frontier, the Swiss defense could be aided by French heavy artillery. An important factor, added to the thorough-going preparedness of the Swiss, that weighed against the probability of a German invasion was the neutrality of Italy, who by threatening the southern frontiers could have seriously divided the Swiss defensive resources. In



#### BARRIER AGAINST INVASION

Above the 200,000 population of the Swiss. The fortified border extended in the Northern and Jura regions of the country.



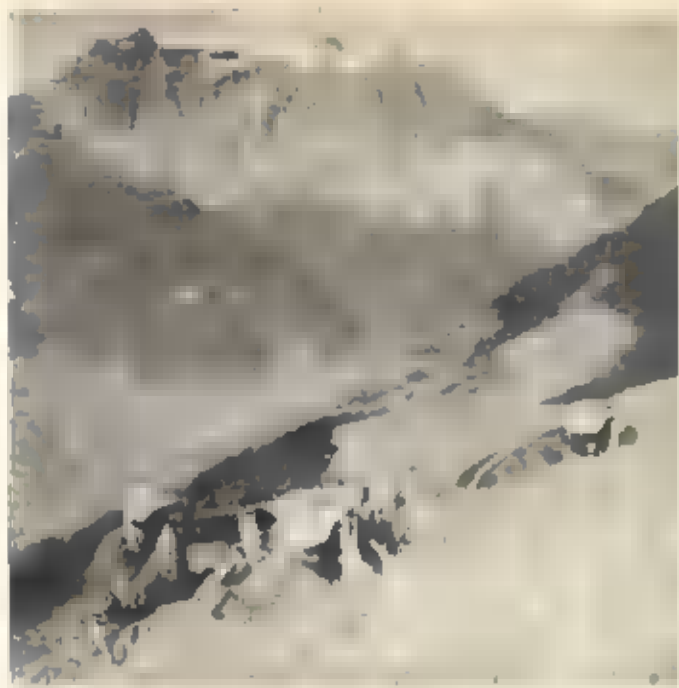
#### DUTCH DEFENCE CHIEF

Major-General J. H. Reynders, former Chief of the Dutch General Staff. Under his direction measures were taken for the flooding of the inundation zones, in case of a possible German invasion.

(Photo: Sport & General)

Switzerland, from the very beginning of the war, there had been no illusion as to all as to the direction from which danger was to be apprehended. No Swiss expected his country's neutrality to be ignored by the French and the former pro-German elements (which had become pro-Nazi in the preceding few years) received their final disillusionment by the Nazi-Soviet pact and its consequences. The strong anti-Socialist element of French-speaking Switzerland, who feared French Communism and continued it even with the Socialist policy of M. Blum, shared in the change of heart with the German-speaking movement classes in the industrial parts around Zurich. They could not but realize, with the lesson before them of the fate of Poland and the subsequent Russian attack on Finland, what would be the lot of Switzerland if invaded by the German hordes. Relatively the Swiss defensive resources were greater than those of any other neutral, and the economic strain—apart from the demand upon the male population for service—was exceptionally severe.

After something like a scare in October, 1939, which was partially revived in November, the Swiss resumed their state of calm preparedness, notwithstanding the hindrances they could interpret against a German march through their country. Not that this preparedness did away with the possibility of the disaster occurring, any more



#### EVEN PEACEFUL SWITZERLAND PREPARES

Above, a machine-gun section of the Swiss Army during the course of Alpine maneuvers. Right, concrete anti-tank defenses erected along the flat portions of the Swiss frontier. The photograph below shows one method by which the Swiss hoped, in case of emergency, to preserve foodstuffs from looting and contamination. A huge grainbin, filled with 250 tons of grain, is being sunk beneath the waters of a lake.

*Photos, Humble Photo News*







# BRITAIN'S STATESMEN LEADERS IN THE FIRST PERIOD OF THE WAR

*The Premier's Efforts for Peace—Winston Churchill Again in the Admiralty—A Change in the War Secretariat—Air Minister—Lord Halifax as Foreign Secretary—The Ministers of Supply and Home Security—Lord Chamberlain—W. S. Morrison, his Namesake of the L.C.C.—Sir John Reith as a Minister—The Ministry of Economic Warfare—Labour Party Leaders*

No appreciation of the services of the politicians and administrators who were in charge of Britain's national affairs at the outbreak of the Second Great War could fittingly begin without a grateful tribute to the Minister, Mr. Neville Chamberlain.

Through the years of which preceded hostilities he had proved himself to be a great statesman of the modern world. Not for the first

The Prime Minister

British Empire and the Liberties of Europe were threatened in the

autumn of 1938 by the ambitions of a ruthless dictator. In the past such a threat had been met by diplomatic interchanges between representatives of the governments concerned; if these negotiations failed in their object they were followed by the movements of armies and when this stage had been reached it was very difficult indeed to call a halt.

In September, 1938, Mr. Chamberlain introduced an entirely new element into international relationship when, at the time of the Czechoslovak crisis, he twice visited Herr Hitler in an attempt, by a personal talk, to smooth away difficulties and thus avert a war which then seemed inevitable. That the agreements which he arrived at were cynically repudiated by the German Leader in no way detracts from the courage of the Premier's action.

Throughout the succeeding year Mr. Chamberlain's attitude, as few men have striven, for a peaceful solution of the European problem. He was in the face of constant rebuffs, in negotiations with a government to whom the pledged word had no meaning, as the loss of military preparations on the most blatant and provocative scale, with the aid of Czechoslovakia to remind him that no considerations of humanity would preserve Germany's future victims from the same tortures and the same afflictions.

But when the testing moment came when the national honour demanded that force should be met by force and that a system based on "last faith, injustice, oppression and persecution"

should be destroyed, the Prime Minister emerged as a man confident of the rectitude of his course and of its ultimate victory. Who better a whisper of valour in the solemn words with which he addressed the House on the morning of September 3 (See Historic Documents, No. 3.)

"It is a sad day for all of us. For none is sadder than for me. Everything that I worked for everything that I hoped for, everything that I believed in during my public life has crashed upon me this morning. There is only one thing that I have to do now, and that is to devote what strength and energy I have to forwarding the victory in this cause for which we have so sacrificed so much."

One of the Premier's first acts when war became inevitable was to appoint to the Admiralty Winston Churchill. This



THE NAZI 'ENEMY No. 1'

Increasingly popular with the British public was the decision made at the outbreak of war to recall Mr. Winston Churchill to his post of First Lord of the Admiralty. War Office Photograph. Crown Copyright

stirred the public imagination much as did the recall of Lord Kitchener in 1914. Mr. A. G. Thompson has aptly described Churchill's career as a "breathless gallop through life," and it was fitting that he should ride triumphantly back to the post which he had filled so brilliantly in 1914.

Scion of the noble House of Marlborough son of Lord Randolph Churchill, one of the most dazzling politicians of the Victorian era, Churchill (like Gort) was educated at Harrow and Sandhurst. He saw service as a soldier or was correspondent on the Sudan, in Cuba during the Spanish-American War, and in South Africa during the Boer War. A thrilling escape from captivity while acting as newspaper correspondent brought his name prominently before the public. He became a Lieutenant in a light horse regiment and saw a good deal of fighting, but, the war being over, decided, as he said, to have "a shot at politics." In 1900 he entered the House as M.P. for Oldham.

Leaving the Conservative Party, he returned as a Liberal (N.W. Manchester) in 1906, and began almost at once that career during which he was to fill more government offices than any other British

He began as Under-Secretary of State for the Colonies. Successively through the years he became President of the Board of Trade, Home Secretary, and First Lord of the Admiralty (in 1911). In 1915, following a disagreement with Lord Fisher, Churchill was relegated to the Chancellorship of the Duchy of Lancaster, and he thereupon resigned to command a battalion in France. Under Lloyd George he became Minister of Munitions (1917) and Secretary of State for War (1919), and under Stanley Baldwin he was appointed Colonial Secretary (1921) and Chancellor of the Exchequer (1924-29).

As an example of the human touch that Churchill seems failed to apply to any job he undertook, there is a story of his days as Chancellor of the Exchequer. A widow who had brought up



#### WAR MINISTERS OLD AND NEW

Cabinet changes took place on January 5, 1918, following the resignation of Mr. Hore-Belisha (second from left) presiding over a session of the War Cabinet who had been Secretary of State for War since 1915. He was succeeded in that office by Mr. Oliver Stanley, who is seen (far right) arriving at the War Office to take up his new duties.

(Photos "Daily Mirror" & "Associated Press")



Two years ago a private message had been rewarded by their industry and brilliance. One had won his way by scholarships to Oxford the other to a London hospital as a medical student. Both these stages in a career are normally costly, and a mean income-tax official questioned the mother as to how on her reduced income she could possibly afford the expense. The lady was so indignant at her word being questioned that she wrote a letter of complaint to the Treasury. She was asked to call, was ushered into the Chancellor's room, where she received his apologies and an assurance that the importunate official had been severely dealt with.

Winston Churchill's record at the Admiralty in the last war is well enough known. His adventure at Antwerp, the sending over of a handful of Marine and ill-equipped volunteers to lift the German siege, had been ridiculed, but it had a very desirable effect in staying the main German advance for some days and contributing to the situation which led to the turn of the tide at the Marne. The Gallipoli campaign was a brilliant conception, and might have been a decisive factor in the war had it been backed up in time by the political and military chiefs. But there is nothing to detract from one result of his labours at the Admiralty—the efficiency and readiness of the Fleet in 1914.

For ten years before the outbreak of the present war Winston Churchill had been in political exile. He employed his time in writing works such as his tale of the Duke of Marlborough and his "World Crisis" (which are assured of immortality). In opposition he was a rattlebox, but never a captious critic. Latterly there was something he harped upon with all the powerful urgency of his command, and that was the ever-growing menace of Nazism to the peace of Europe. He was the first to draw attention to the rapid and open renunciation of the Germans and prophesied the ruthlessness of their intention. Little wonder that he became their Enemy No. 1.

There was a growing resentment among the British people in the 1930s

years before 1939 that his great talents were not employed by the Government, and an immense sense of relief was felt when it was announced that he was to return after 22 years to the chair at the Admiralty. Churchill had lost none of his youthful resilience of mind, but had increasingly fortified it from the vast store of his experience. Through his broadcasts and his parliamentary utterances the public were soon to know that he had lost nothing else of his popularity. In the same character sketch mentioned above, A. G. Gardiner said: "His genius is at its highest in a world of trouble. His spirit rises with the tempest and all his faculties of vision, imagination and action are at the highest stretch." These early speeches, with their touch of braggadocio, their wealth of detail, their note of defiance and contempt of a corrupt enemy, were of incalculable value in reviving the spirits of a people perplexed at the protracted inaction of the war in land.

At the outbreak of war Mr. Leslie Hore-Belisha had held the post of Secretary of State for War since 1937. His resignation on January 5, 1940, and the appointment of Mr. Oliver Stanley, caused a political sensation. Hore-Belisha was offered the Presidency of the Board of Trade, but he refused, and it was accepted by Sir Andrew Duncan. Mr. Hore-Belisha's disappearance from Whitehall came as a considerable shock



Wing and Fuselage



Fuselage



Rudder-Wing



Fuselage



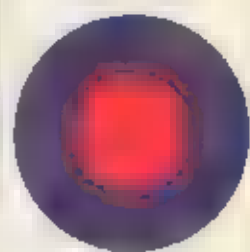
Wing and Fuselage



Rudder  
UNITED STATES



Wing



Top of Wing



Wing



Rudder  
CHINA



Wing and Fuselage



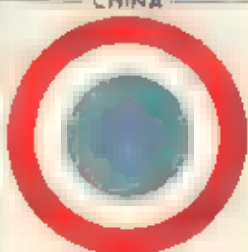
Rudder  
GERMANY



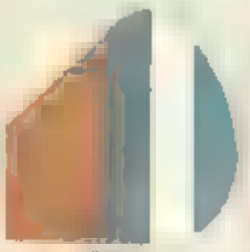
Fuselage



Rudder  
ITALY



Wing and Fuselage



Rudder  
GREECE



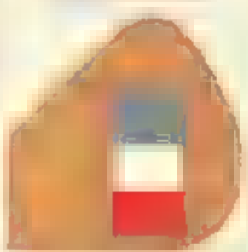
Wing, Fuselage and Rudder  
RUSSIA



Wing  
GREAT BRITAIN



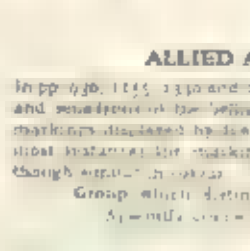
Wing, Fuselage and Rudder  
JAPAN



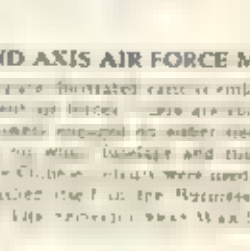
Rudder  
YUGOSLAVIA



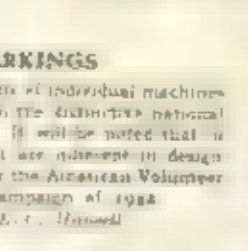
Wing and Fuselage



Wing and Fuselage  
NETHERLANDS EAST



Rudder



Wing, Fuselage and Rudder  
POLAND



Wing and Fuselage



Rudder  
SOUTH AFRICA

### ALLIED AND AXIS AIR FORCE MARKINGS

In pp. 430, 445, 450 and 455 are illustrated various emblems of individual machines and squadrons of the Japanese air force. Also are shown the distinctive national markings displayed upon German machines throughout the war. It will be noted that in most instances the markings on wing, fuselage and rudder are uniform in design though applied in colors. The Chinese markings were used by the American Volunteer Group which distinguished itself in the Burmese campaign of 1942. Symbols shown in this chapter were taken from *Warley's Aircraft Handbook*.

(For operational purposes the center rudder with U.S.A. markings was employed in 1942)





THE offensive sweeps in daylight over the Channel and Occupied France which began in June, 1941, were a departure from the conventional role of the fighter, which is normally a defensive one. In a broader sense the sweeps were still part of Britain's defensive operations, since they destroyed aerodromes and aircraft that would be employed in raids on our own cities and airfields. From June 14 the sweeps were continued throughout the month, and another sweep began on July 1 and went on until the 24th with only six days' respite. This first photograph shows a formation of Hurricanes heading out for a Channel sweep. As a fighter the Hurricane is armed with 12 machine-guns or with four cannons. Later in the year came the news that Hurricanes had been fitted with bomb racks and were being employed as low-level surprise bombers—a remarkable innovation for this versatile aircraft which first went into service as long ago as 1935.

From a direct oblique photograph by Fox-Photo



**A**s a long-range bomber the Vickers-Armstrong Wellington proved itself in many operations in widely varying climates. The bombers seen here are setting out for a daylight raid over Germany, the first of ~~many~~ ~~successful~~ ~~operations~~ by day was carried out on April 12, 1941. Wellingtons made successful night attacks on objectives in Northern Italy, while on other ~~missions~~ ~~one~~ ~~squadrons~~ ~~bombed~~ Berlin and Hamburg with a great ~~many~~ ~~other~~ ~~targets~~ of the Nazi ~~and~~ ~~industry~~. Forcible marches were sent to reinforce our ~~British~~ ~~forces~~ in the Middle East, and operated with much credit ~~over~~ ~~the~~ ~~desert~~ ~~of~~ ~~Libya~~. A twin-engine aircraft, the Wellington is built on the geodetic principle of construction in which the skin of the framework is made up of a great many members crossing each other spirally, imparting enormous strength and saving weight. The speed is 165 m.p.h. or more. There are power-operated gun turrets in nose and tail.

*Print is direct color photograph by ~~WPA~~ ~~Photo~~*



# SERVICE POLICE OF THE UNITED NATIONS

Naval, military and air police of the Allies photographed in London in 1942. (1) British military policeman. (2) Policewoman of the W.A.F. (3) United States. (4) Policewoman of the A.T.S. (5) Fighting French Forces. (6) Belgian military policeman. (7) Norwegian Forces. (8) Royal Naval port police. (9) Royal Netherlands Forces. (10) Policeman of the R.A.F. (11) Polish Forces.

*Specially photographed for the Service Police Museum.*



to the public, for of all Ministers he was perhaps best known generally to the people, who had come to regard him as a man of energy and initiative who did not shrink from unconventional methods and drastic measures.

His first step in the Government had been as Parliamentary Secretary to the Board of Trade, and from 1931 to 1937 he was Minister of Transport. His drive and imagination were at once directed towards reducing the appalling casualties of the roads, and his schemes and road fights will remain his main-achievement. In 1937 he became Secretary of State for War, an appointment much criticized at the time but which he was fully to justify. Under his leadership the reorganization of the Army proceeded rapidly. Mechanization was completed and many essential reforms introduced. These did not consist solely of new drill, more practical uniforms, improvements in conditions and rates of pay, but comprised the infusion of a new spirit through which much unnecessary red tape and petty discipline were abolished.

Under his rule at the War Office, in April, 1939, conscription was for the first time in Great Britain introduced in peacetime, and his handling of the new Militia was an example of his tact and understanding. At the time of the September crisis of 1938 he was much criticized for the overcautiousness of the anti-aircraft defences, and it was largely at his instance that a Ministry of Supply was set up.

The appointment of Mr. Oliver Stanley as Secretary of State for War came as a shock to great surprise on the resignation of his predecessor in this office. Although Stanley had filled a number of important ministerial posts

—such as Minister of Transport, Minister of Labour, President of the Board of Trade—and had held them with efficiency and rising reputation, his work had attracted little public attention. He was the only surviving son of the Earl of Derby, War Minister appointed in 1916, and the fourth of the illustrious family of Stanleys to hold that office.

Mr. Stanley was educated at Eton and Oxford, then served as a major in the R.A.F. during the war of 1914-18; he won the Croix du Guerre and was mentioned in dispatches. Later he was called to the Bar and had represented Westmorland as a Conservative since 1924. A self-effacing politician and a comparatively young man (he was 43 at the time of his appointment), it was generally felt that he would have a hard task to replace the vocal personality and energetic "drive" of his predecessor, Mr. Horne-Blaisie.

Very different in character and appearance, in his origins, and in the circumstances of his career from his colleague at the Air Ministry, Sir Kingsley Wood, who started the rough and tumble of life as an articled clerk in a lawyer's office in Brighton. He did well, became a magistrate, and later set up as a solicitor in London. His first essay in politics was as Conservative member for Woolwich on the London County Council. It was as member for West Woolwich that he entered the House in 1918, and in the same year he was knighted.

He was medically unfit to serve during the war of 1914-18, but did much

useful public work. Shortly after his election to Parliament he became Parliamentary Private Secretary to the Minister of Health, whose Department during the period of reconstruction was the most important in Whitehall. In the succeeding years he was to become Under Secretary (to Mr. Neville Chamberlain) and Minister of Health himself in 1935. Before this, on the return of the National Government in 1931, he had been made Postmaster-General. His lapidary abilities showed to their best in this pre-eminently "business" post.

His appointment as Secretary of State for Air was justified by his long record of success in other administrative posts. In this vitally important office he brought his great organizing ability, the tact to smooth out difficulties, the human touch in his relationship with the rank and file, and a driving power invaluable in speeding up production. "Immediately the war broke out," Sir Kingsley told the House of Commons, "our carefully-prepared plans for greatly increased production were put into effect. They will mean, in due course, a rate of production more than twice the considerable figure we have now reached."

In time of war the Government leaders of the fighting forces were easily drawn out of the limelight. Such distinguished figures as Lord Halifax, Foreign Secretary, or Mr. Anthony Eden, appointed Secretary for the Dominions with access to the Cabinet, necessarily withdrew to less spectacular

Minister  
for Air

### THREE MEMBERS OF THE WAR CABINET

Below are three prominent members of the British War Cabinet. From left to right: Sir Kingsley Wood, Secretary for Air; Lord Halifax, the Foreign Secretary; and Sir John Simon, Chancellor of the Exchequer. The last-named held Cabinet office during the First Great War, having been Home Secretary from 1915 to 1916.

Photo, Central Press





### CO-ORDINATOR OF DEFENCE

Admiral at the 1888 Lord Chalfeld, above, served in the war of 1914-18 as Flag-Captain to Admiral Beatty. He joined the Cabinet in 1939 as Minister for the Co-ordination of Defence.

P. M. P. 1939.

task. It possibly might bring them forward again, but in the meantime their great past services could not be forgotten.

Lord Halifax, who is Mr. Edward Wood, long-time member for Ripon and Under-Secretary for the Colonies, was a son of that picturesque old Viscount

who in his time was  
**Viscount**      lay leader of the Church  
**Halifax**      of England. Before his  
                  father died he was

created Baron Irwin and sent to India as Viceroy at the age of 45. He met the movement of Hindu Civil Disobedience with tact and courage and earned the confidence of the Indian Council. His later parliamentary career found him President of the Board of Education, Lord Privy Seal and on the resignation of Mr. Eden, Foreign Secretary. He has been described as "the heavyweight in the Cabinet" and a more than probable successor to the Premiership had he not sat in the House of Lords. His handling of the events which led to the declaration of war is now public property in the pages of the British His Book. With leaving no stone unturned to avert the war of Poland and secure peace by negotiation, he never disguised or uncertain Britain's determination to honour her guarantees by force of arms.

Sir John Simon, as Chancellor of the Exchequer, grappled immediately with the formidable task of financing another

great war, introducing an income tax of 7s. 6d. in the pound and other hard- some but necessary taxation. Sir John, as a Liberal, was Attorney-General to Mr. Asquith's cabinet in 1914. He was a brilliant K.C., one of the famous trio who were contemporaries at Wadham College, Oxford, the other two being F. E. Smith (Lord Birkenhead) and C. B. Fry, the renowned athlete. Like Winston Churchill, he was in 1939 graduated to the position of chief statesman, a man who had held many Government posts with great credit and who, as Chancellor in a more critical time, commanded universal confidence.

Mr. Leslie Burgin, M.P., the Minister of Supply, had taken up office in April, 1939, many months before the outbreak of war, when the new Ministry had been instituted. His department had got well into its stride by September, and in the first month of hostilities it distributed orders to the value of over £110,000,000. The Mr. Han Edward Leslie Burgin had had a distinguished career in the legal profession. The war of 1914-18 found him a solicitor—he had been 1st in First Class Honours of the L.B. exam, and in the Final exam of the Law Society. He served as Intelligence Officer and was awarded the Italian Croce di Guerra. He had represented the Luton Division from 1925, then as Liberal and later as Liberal-Nationalist. Parliamentary Secretary to the Board of Trade from 1932 to 1937, he became then Minister of Transport and Privy Counsellor.



### MINISTERS OF INFORMATION

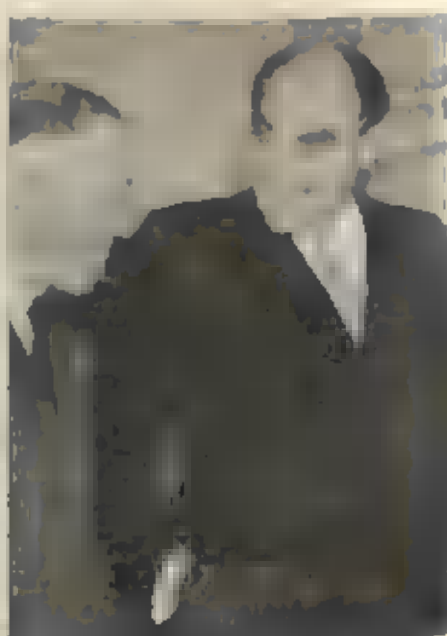
Sir John Stoth, M.P., Chairman of British Overseas Airways Corporation was formerly Director-General of the British Broadcasting Corporation from 1927 to 1934. He was appointed Minister of Information on January 5, 1940, following the resignation of Lord Macmillan (left).

Stoth, Central Press, Negative

Every national crisis demands some infiltration from outside purely political circles. In this character was the appointment as Minister of Home Security of Sir John

Anderson, a man who had proved his immense administrative ability in India and elsewhere. To him fell the task of imposing all these restrictions, running up in the word black-out; the setting up and organization of the various auxiliary services necessary to efficient B.B.C. work. At the month passed without any serious external attack Sir John became the object of murmurs of complaint at the disorganization which was being caused to civil life, but he wisely relaxed the vigilance only very gradually, and that only in minor particulars.

At the same time that the Prime Minister accepted the resignation of Mr. Horace Belsham, he also received that of Lord Macmillan, Minister of Information, and replaced this distinguished Law Lord by Sir John Stoth, former head of the B.B.C. Sir John's amiable personality and great administrative powers made this choice an extremely popular one. The young Glasgow engineering apprentice, who had successfully guided the progress of the B.B.C., had captured the imagination of the public, who regarded Sir John as eminently fitted to command the difficulties of a much criticized department.





#### LEADERS OF THE LABOUR PARTY

Above are three prominent personalities of the Labour Party. From left to right: the Hon. Herbert Morrison, Leader of the London County Council; Major S. F. Atlee, Leader of the Opposition in the House of Commons since 1935; Rt. Hon. Arthur Greenwood, M.P. for Wakefield and Deputy Leader of the Opposition.

(Photos, Frontispiece, *London Evening News*, *National*)

Another appointment from outside which was exceedingly popular was that of Admiral Lord Chalfield to be Minister for the coordination of Defence. His last official post had been as First Sea Lord. He was 65 when he was appointed looked ten years younger, a man who kept himself fit and was still sufficiently alert in mind and body to make a big job. It was to him, when serving as Flag-Captain to Beatty at the battle of Jutland, that Beatty had made his famous remark "What's the matter with our damned ships, Chalfield?"

Two leaders of the same name held two jobs which vitally affected the private lives of millions of people. They were Mr. W. S. Morrison, Minister of Food (and Chancellor of the Duchy of Lancaster), and Mr. Herbert Stanley Morrison, leader of the London County Council and Chairman of the London A.R.P. Mr. W. S. Morrison had long been recognized as one of the ablest of the junior ministers, and it was fitting that he should be given the difficult and complicated task of conserving the nation's food supplies and rationing the consumer. The work was not carried through without some dislocation and some temporary injustices, but Mr. Morrison rode the tempest and quickly restored peace to order. As a preliminary step a National Register was taken. This was directed by a permanent civil servant, Sir Sylvanus Vivian, Registrar-General, as was also the issue of identity cards. Sir Sylvanus did invaluable work in the First Great War in the Ministry of Food and the Ministry of National Service.

The manifold activities and great responsibilities of Mr. H. S. Morrison as leader of the L.C.C. need not be detailed.

In the organization of the evacuation of mothers and children and the speeding up of medical precautions, he did work of inestimable importance.

Two other wartime appointments deserve mention, that of Sir John Gilmour as Minister of Shipping, which was greeted by some murmurs of dissent on account of lack of experience, and Mr. Ronald Hibbert Chase as Minister

of Economic Warfare. Sir John had held the offices of Minister of Agriculture and Home Secretary and was recognized as an able Chairman of Committees. Mr. Chase, who had been a Government Whip and Parliamentary Secretary to the Board of Trade, had a familiarity with economic problems gained as a mercantile banker.

Another appointment made in the reconstructed Ministry of January, 1940, was that of Sir Andrew Duncan to the Presidency of the Board of Trade, a department whose responsibilities had increased enormously owing to the war. Sir Andrew had held many high posts in industry, including that of Chairman of the Central Electricity Board, and he was a Director of the Bank of England. His experience and ability well fitted him for this essentially business post.

A word must be added with regard to His Majesty's Opposition. At the outbreak of war the leader, Major Atlee, was indisposed and his place taken by Mr. Arthur Greenwood. Immediately before and after the declaration of war Greenwood placed the whole weight of the Labour Party's support at the command of the Prime Minister. He announced that neither he nor his followers would take office on the grounds that the true democratic principles of the country could best be shown to the world by the maintenance of an effective Opposition, pledged to a general support but free to criticize in detail.



#### NEW SECRETARY OF TRADE CHIEF

Sir Andrew Duncan (above), a Member of the Economic Advisory Council and a Director of the Bank of England, took Mr. Oliver Stanley's place as President of the Board of Trade on January 3, 1940. Mr. Stanley became Secretary of State for War.

(Photos, *Illustration* by Fay)



## FROM RIVER PLATE TO NORTH SEA

In his broadcast of December 13, 1939, which we reproduce below, Mr. Churchill, First Lord of the Admiralty, recounted with pardonable pride some exploits of the Royal Navy during the preceding week on both sides of the world. Chief of these was the battle of the River Plate on December 13, which ended four days later in the ignominious scuttling of the "Graf Spee" in Montevideo Harbour.

**T**HE ~~news~~ which has come from Montevideo has been conveyed with thankfulness in our islands and with tremendous satisfaction throughout the greater part of the world.

The "Graf Spee," which has been for many weeks preying upon the trade of the South Atlantic, has met her doom, and throughout the vast expanse of water the peaceful shipping of all nations may for a spell at least enjoy the freedom of the seas. The German pocket battleship, in spite of her fast bowler motor and commanding range, was driven to take refuge in a neutral harbour by the three British cruisers, whose narrow arc on every lip, none is bolder she had the chance of submitting in the ordinary course to international, which would have been intolerable for her, or of coming out to fight and going down in battle like the "Graf Spee," which would have been honourable to her.

She threatened a third alternative. She came out not to fight but to sink herself in the doorway of a neutral State, from whom she had received such shelter and succour as international law permitted.

At that time the pocket battleship "Graf Spee" knew that the British heavy ships "Renown" and "Ark Royal" were still a thousand miles away sailing at 15. All that awaited her outside the harbour were the two six-inch gun cruiser "Ajax" and "Achilles," which had chased her in, and the eight-inch gun cruiser "Cumberland," which had arrived to take place of the damaged "Exeter."

Her own losses have not been slight. Those in command now in stating that the "Ajax," in which was Commander Harcourt, now by the Majesty's pleasure, Rear-Admiral Sir Henry Harcourt, K.C.B., had two out of her four torpedoes knocked out when the "Exeter" bore up against 40 to 50 hits, many of these being shells three times the weight of those she could fire back. Three of her eight-inch guns were disabled, and she sustained nearly 100 casualties, by far the greater part killed.

Nevertheless, the "Exeter" remained outside the harbours of Montevideo, ready, although crippled, to take part in a fresh attack, and she only departed to care for her wounded and injured when she was relieved by the timely arrival of the "Cumberland."

### During Raids of British Submarines

**I**T was at home in the North Sea our British submarines have had the best week I can remember in this or the last war. The exploits of H.M. Submarine "Salmon" last week are remarkably noteworthy in the highest degree. First she blew to pieces by a volley of torpedoes one of the larger German U-boats which was going out upon a raiding foray. She obtained from torpedoing the "Bremer" when that merchant ship was at her energy. Her other encounter was the most important point. On Thursday last she observed the German liner *Albatross* at one of their rare excursions, and fired torpedoes at a further squadron. She hit one 5,000-ton freighter with one torpedo and the second cruise of equal size with two.

These submarines may have been able to slip home, but this is by no means certain in the case of one of them. When they have reached home they will be out of action for many a long month. Meanwhile the entire German Fleet abandoned whatever enterprise they had and returned in disorder to the harbours they had recently quitted. Now today H.M. Submarine "Ugola" reports that on the 11th she made a 4,000-ton cruiser of the *König* class although it was escorted by German destroyers.

A considerable proportion of the total German vessel strength has been sunk or put out of action in a single week, the same week in which almost on the other side of the globe the pocket battleship "Graf Spee" met her inglorious end.

The Royal Navy and Air Force are venting their wrath for these losses blows by resubmitting their efforts and sinking

striking smacks and drowning fishermen in the North Sea, and yesterday and today their Air Force has been trying to bomb unarmoured merchant ships, including an Italian ship, which were moving up and down the East Coast of Britain. They have even in some cases machine-gunned the ~~ships~~ on the decks of these unarmed merchant ships and boats. I am glad to tell you, however, that the heat of their fury has far exceeded the accuracy of their aim. Out of 21 ships attacked by bombs yesterday and today only six small boats engaged in fishing and one small coastal vessel have been sunk, and the bulk of them, including the Italian vessel, have not even been hit by the many bombs cast upon them.

These outrages are the tactics of a glibly reckless which feels the long arm of sea-power laid upon its shoulder. Although German mines of all kinds are being scattered in the seas around our Isles, I am able to tell you that the whole vast movement of British traffic is proceeding uninterrupted. I can also tell you that yesterday a division of the Canadian Army, strongly recruited across the ocean, disembarked in one of our home harbours for the purpose of intensive training in England before joining their comrades on the Western Front.

### Tribute to Leaders of the Royal Navy

**I**N view of the successes that have been achieved by the Royal Navy I take the opportunity of drawing the attention of the public to the fact that the present satisfactory position of the naval war is due to the conduct of operations by the First Sea Lord, Admiral of the Fleet Sir Dudley Pound, also to the naval staff at the Admiralty, of whom Fleet-Admiral Phillips is Deputy Chief. Although from time to time a success is recorded, it must not be forgotten that risks are being run all over the world in the protection of trade and for the control of the seas, and that preparations have to be made in many quarters, most of which are not noted and never see the light of day.

It is necessary that the public should have clearly in their minds the principal officers who are conducting these very difficult affairs. The Commander-in-Chief of the Main Fleet, Admiral Sir Charles Forbes, has from the beginning of the war maintained the strong guard required in the Atlantic and North Sea, keeping his ships almost constantly at sea under constant menace of U-boats, aircraft and mines. The Main Fleet has been more days at sea since this war began than it has ever been in any equal period of modern naval war. These responsibilities could not have been discharged if the professional skill of the Admiral had not been sustained by unswerving vigilance and a buoyancy of spirit in the face of many dangers.

Not after all, no leadership or expert naval direction could be successful unless it was supported by the whole body of officers and men of the Navy. It is upon them faithful steady warrants in the great ships and crews that the burden falls directly day after day. In particular the flotillas of destroyers, of submarine-destroying in the threat of the risk of anti-submarine craft, of mine-sweepers multiplying on all our coasts, all these have undergone and are undergoing a toil and strain which only those who are informed in detail of their efforts can understand.

**T**HE chance of home came suddenly to the three cruisers engaged in the South Atlantic. We have to go back a long way in naval history to find any more brilliant and resolute fighting than that of the "Exeter," "Ajax," and "Achilles." But if the call had come elsewhere in the ocean or in the narrow seas, skill and courage of equal quality would have been forthcoming.

Many valiant souls lie buried in the Royal Navy, and as I always say, you, rough and violent times lie ahead, but everything that has happened since the beginning of this war should give the nation confidence that in the end the difficulties will be surmounted, the problems solved, the duty done.

# VICTORY OF THE RIVER PLATE: INGLORIOUS END OF THE 'GRAF SPEE'

*'Exeter,' 'Ajax' and 'Achilles' Intercept the 'Graf Spee'—H.M.S. 'Exeter' Draws the Fire of the Enemy, while the other Two Light Cruisers Attack on the Opposite Flank—Battered and Out-maneuvred, the 'Graf Spee' Breaks Off the Action and Flees into Montevideo—Scuttling of the German Battleship and Suicide of her Commander—Homecoming of the Victors*

On the morning of Wednesday, December 13, 1939, the three British light cruisers "Achilles" (Captain Parry), "Ajax" (Captain Woodhouse), and "Exeter" (Captain Kelly) were patrolling the waters of the South Atlantic about the mouth of the River Plate, the squadron being under the command of Commodore Henry Harwood, who was flying his broad pennant from the "Ajax."

The morning was one of perfect visibility, and at about 9 a.m. there was sighted on the horizon a German battleship, which at the time—and, it seems, throughout the battle which was to follow—was taken to be the "Admiral Scheer." It was, in fact, her sister ship, the "Admiral Graf Spee," another of the three 10,000-ton pocket battleships which since the beginning of the war had been preying on Allied and neutral shipping on the high seas. The recognition was mutual, and the captain of the "Graf Spee," abandoning certain predatory designs on a French steamer, the "Bretagne," accepted battle. He was not, he admitted afterwards, in the most favourable position to do so. He was short of fuel owing to the fact that his fuel ship, the "Tanana," was overdue and therefore he could not speed out to sea. Behind him was the coast. As will be seen, his enemy by brilliant manoeuvring later took full advantage of his embarrassments.

At the moment, however, the German commander had no thought but to inflict the greatest possible damage on the British squadron. The

## The Fight Begins

"Exeter" was at hand, the strongest in gun power of the three cruisers, and after one or two ineffectual salvos he secured a direct hit. Another turret he concentrated on the "Ajax" and the "Achilles." Then began a most unequal duel which was to end with the "Exeter," crippled, thus she was reduced to one gun, withdrawing from the battle. But this was the prelude to a fight in which the two remaining British light cruisers harried and attacked their immeasurably more powerful opponent with such skill and daring that, battered and outmanned,

she was forced to seek refuge in the neutral harbour of Montevideo.

Such, briefly, was the story of the battle of the River Plate, which four days later was to have its sequel in the tremendous scuttling of the "Graf Spee" in full view of the Uruguayan coast. "We have to go a long way back in naval history," said Winston Churchill, "to find any more brilliant and resolute fighting than that of the 'Exeter,' 'Ajax' and 'Achilles.'"

The circumstances of a naval battle often remain obscure to the strategist and the historian, but the brilliant action off the River Plate presents no such difficulties of explanation. The plan was simple, and though its execution demanded high qualities of manoeuvre and endurance, it never showed any signs of faltering in its purpose. It

would be a great mistake to imagine that this meeting in the South Atlantic had about it much element of surprise. Commodore Harwood had for a week or more known of the presence of his powerful enemy in South Atlantic waters. His squadron was lying where it was in the full expectation that the encounter would take place. His position was selected and his plan of battle completely familiar to his three captains.

The "Exeter" was to attack one flank, the "Ajax" and "Achilles" the other. It is necessary to understand the odds: the British cruisers were called upon to face, "The" "Exeter" (8,300 tons) had six 8-inch guns; the two smaller ships, "Ajax" (6,080 tons) and "Achilles" (7,080 tons) had each eight 6-inch guns. The "Graf Spee," on the other hand, had six 11-inch guns, mounted in turrets, and eight 4-inch guns. Her broadside weighed half as much again as the total broadside of the British cruisers, being 4,708 lb. as against the British 3,130 lb.

Admiral Sir Howard Kelly wrote shortly after the action:

"To engage a pocket battleship with a squadron of this type was a formidable undertaking. With a squadron of four of the better armed cruisers the engagement would have been a reasonable proposition; you would expect to lose two cruisers, and that the other two would sink the enemy. Commodore Harwood accepted the odds and his brilliant victory was well deserved."

Commodore Harwood's tactics, Sir Howard added, "were perfectly adapted to the situation." The main system of fire control in all ships being fitted to engage one enemy with full force, two or more weaker ships engaging a more powerful adversary must spread so as to divide the target. Should the bigger ship concentrate on the smaller ship, one by one, then those not being attacked should be able to cause considerable damage.

So when the smoke of the "Graf Spee" was sighted at 6.10 on the morning of December 13, Commodore Harwood's dispositions were already made. The enemy came on, attacking all three ships, but her most deadly



## HURRAH FOR HARWOOD!

After the battle of the River Plate, H.M.S. "Ajax," flying the flag of Rear-Admiral Harwood, paid a courtesy visit to Montevideo on January 11, 1940. Admiral Harwood, who received a K.C.B. after the battle, is seen above acknowledging the cheers of the Uruguayan people.

Photo, Radio World

## VICTORS OF THE RIVER PLATE

Here are the British cruisers which fought so successfully an action against the German battleship "Admiral Graf Spee" off the Uruguayan coast on December 12, 1939. They are, top, H.M.S. "Exeter"; center, H.M.S. "Arcturion"; and, bottom, H.M.S. "Ajax." The pictures show: upper left, Captain P. B. Bell of the "Exeter"; lower, Captain W. E. Parry of the "Arcturion"; and bottom right, Captain C. H. L. Woodhouse of the "Ajax."

Photo, E. N. Howard & Co. With  
Herald, F. N. C., London.  
From Special General.







### VICTIM OF A GERMAN BATTLESHIP

Among the British merchant ships which fell victim to the German commerce raider "Admiral Graf Spee" before she reached her inglorious end was the "Doric Star," which was blown up by a torpedo from the German battleship.

Photo. Photo. News

concentration in the early stages was against the "Exeter," which came to within 8,000 yards of the "Graf Spee," and through the exchanged shot for shot came in for a terrible pounding. Eight of the fifteen Royal Marines manning a forward turret were killed outright by one salvo, and havoc was made of the bridge above. The captain was mortally wounded, but men around him fell mortally wounded, too, by one hit after another were put out of action; her steering gear was damaged, her sides and upper works were riddled and fires broke out.

Her decks were covered with dead and dying, she was becoming increasingly difficult to handle, but she continued to close in and fight, and her

until her last gun had ceased to speak did the "Exeter" withdraw from the battle. But her captain and crew had the satisfaction of knowing that they had inflicted most serious damage on her mighty opponent, who at the same time was being harassed by the "Ajax" and "Achilles," and when on the evening of December 17 the squadron started for the "Graf Spee" to renew battle. If she would, the gallant "Exeter" was in her place again ready to help in intercepting her.

Later, remarkable stories of heroism,

fortitude and endurance were revealed. A Marine who had lost one arm and had a leg badly injured went from man to man urging them on; he died soon after, perhaps because his splendid efforts had drained him of the vitality needed for recovery. In the meantime the stokers and others managed to raise full steam in less than a quarter of the time normally required.

It became known that a curious ruse was adopted to mislead the "Graf Spee" as to the effects of her shell fire. When the shock of the battleship's guns was observed, depth charges were thrown from the "Exeter" in such a manner that the enemy thought his shells were bursting some distance from the cruiser, when, in fact, they were registering on or close to the British warship.

Among the wounded was Commander Robert B. Graham, and when the "Exeter" steamed into Plymouth Sound on February 15, 1940, he still carried in his body fifteen pieces of shell. Of the conduct of his crew, he said:

"My lasting impression of the battle is the way the men behaved, particularly the wounded, who were really magnificent. We expected great things of them, but their behaviour was far more wonderful than we could imagine."

We will now follow the fortunes of the "Ajax" and "Achilles." As soon as the German battleship was sighted they came down on her at full speed, using their much lighter armaments with



### NAVAL BATTLE OF THE RIVER PLATE

In the estuary of the River Plate was situated the climax of a naval engagement begun in the South Atlantic. Since exact information is not available, this diagram is not drawn to scale and merely gives a rough idea of the drama which ended in the scuttling of the "Graf Spee" four miles outside the harbours in which she had fled.



#### HER LAST REFUGER

On the left the Admiral Graf Spee "is seen in the water, having awaiting portents to enter; the German tanker 'Tacoma' is in the background. Above, the German battleship is seen in the harbor of Montevideo (left), from which she was only to emerge to meet her end by scuttling.

Photo—Associated Press, Washington

great effect. Indeed so badly damaged was the enemy battleship that it was barely sixteen minutes before she enveloped herself in a series of smoke screens and made for the sanctuary of the River Plate. But the two light cruisers had no intention of letting her go so lightly. All through the day the chase continued, the two cruisers manœuvring behind their own smoke screens, dashing in to dangerously close quarters and scoring hit after hit. So close were they that they could see the effect of their shells and the fires that were caused. They themselves did not escape unscathed. Two torpedoes in the

"Apex" were put out of action, and the "Achilles" also sustained serious hits.

In little more than an hour it was obvious that the "Graf Spee" had had all the scuffling that she cared for from her tormented enemies, and cleared no more than 1500 tons of cargo for Montevideo harbor. "Apex" and "Achilles" broke off the close action, went to long range, and watched every movement of the defeated battleship. And so the enemy went into a great wounded beast snarling defiance at the game ferriers who had wounded her, when they again came too near. But

when the cruisers came, in the thought, daintily close during the day she would be off a salvo at them—but she could never shake them off. The last of those salvos was fired as the "Graf Spee" was within the River Plate, by the time just nine o'clock in the evening. She was now not far from the harbor of Montevideo (left), from which she was only to emerge to meet her end by scuttling.

An officer of U.S.S. "Apex" in an account given later to "The Times," said that the "Rexeter" was about a mile and a half away from "Apex," and the "Achilles" was within close range. He thought that the German battleship had spotted the top of the tall funnel of the "Rexeter" and had assumed that there was only one vessel to tackle.

"She soon found out, however, that there were three of us," he said, "and opened fire simultaneously on the 'Rexeter' and our ally. But within a few minutes she began to concentrate her main armament on the 'Rexeter,' and with these last being at short range extremely accurate. Most likely, she turned her secondary armament at four 5.9 guns on us but with these she was not so



#### GERMAN BATTLESHIP IN LIFE AND DEATH

Above is a photograph of the Admiral Graf Spee, pride of the German Navy, taken before she was. Now she lies a battered hulk, in the fairway of Montevideo harbour, where, on December 17, 1939, she was blown up on Hitler's orders rather than face the risks of a naval action. Below, the sad end of this fine ship is exhibited. Clouds of smoke are seen pouring from her as she settles down in shallow water.

*Below: Graf Spee's last moments. (Left) The Admiral Spee. (Right) The Admiral Spee.*







# FUNERAL PAUL OF THE 'ADMIRAL GRAF SPEE'

So worthy an opponent of the ~~USS~~ ~~Harry~~ Harry was Admiral von Spee, who went down with his ship at the Battle of the ~~Falkland~~ ~~Platania~~ in ~~1914~~ ~~1915~~ 1914. ~~His~~ ~~British~~ British sailors felt a touch of sorrow that a ship bearing his name should come to an ignominious end. This column of smoke, a few feet high, was the result of the first explosion at the German battleship "Admiral Graf Spee" was buried in the graveyard of Montevideo harbor on December 17, 1919.

*Photo. Magazine*



#### VICTORIOUS 'ACHILLES' AT BUENOS AIRES

The New Zealand cruiser 'Achilles,' which, with the 'Ajax' and 'Exeter,' took part in the British victory over the German battleship 'Admiral Graf Spee,' received a great welcome when she paid a visit to Buenos Aires on January 1, 1940. A huge crowd lined the docks as the cruiser, seen above flying the New Zealand flag as well as the White Ensign, arrived in the harbour. 'Achilles' is a cruiser of the New Zealand Division, and 350 of her crew were New Zealanders.

*Photo, Central Press*



#### LADS WHO CAME THROUGH SMILING

These youngsters are glad to welcome H.M.S. Ajax home and congratulate you on your safe return after two years' service abroad. Calculating in the new calendar 1900 as against the month. Sail's was the last of a number sent by the Board in Admiralty to H.M.S. "Ajax" on her return to Plymouth on January 11, 1900. Here are 110 members of her crew, who were discharged and after 11 months had worked



accrual. Occasionally she turned on us with salvoes from the heavy guns. But generally she reserved them for the "Exeter" and it was a regular dog fight. . . . As soon as the "Exeter" dropped out of the action the "Graf Spee" concentrated on me but with the "Arcturion" so close to it I never could spend a range of 10,000 yards. We fired five torpedoes and the "Exeter" lost propulsion itself. The "Graf Spee" also fired four at us, but all fourteen missed their mark. As soon as the "Graf Spee" saw our torpedoes she altered course 150 degrees, and that was the beginning of the chase."

When the "Graf Spee" was lying safe in Montevideo her commander, Captain Langsdorff, made a statement to the Uruguayan authorities in which he disclaimed his own experiences and gave his reasons for seeking shelter. He described how he had found himself trapped in a triangle of the British cruisers, and said that even so his only serious worry was lack of fuel. In owing to the extraordinary rapidity of maneuvers of the cruiser squadron he was soon in a very awkward position, with shallow water to starboard. After his punishment of the "Exeter" the two other cruisers had hit his battleship badly with two broadsides, which damaged the stern and the gun control tower and inflicted heavy casualties. It was then that he made his attempt to escape under a smoke screen, but with "incalculable audacity" the British commanders had ordered "Ajax" and "Achilles" to close in, which they did by "an incredible maneuver, plunging into the smoke screen and pouring their broadsides into both sides of the "Graf Spee." The "Exeter" remained steady on the north side.

By this maneuver Captain Langsdorff lost all the advantage of his long range; he was obliged to divide his fire, and it was only his success in executing a bit

skill in the manoeuvre of the "Ajax" which gave him a pause to break off the action and take to flight. There is ample evidence that both he and his officers were bewildered by the almost impudent pertinacity of their comparatively puny opponents and by the cruisers' great speed in manoeuvre, which enabled them to dodge backwards and forwards while the battleship was going ahead at full speed.

We have other accounts, too, of experiences in the German battleship, for Captain Langsdorff had as prisoners the captains and crews of nine British merchant vessels which he had sunk during his career as a raider. Among them were Captain Dove of the "Africa Shell," Captain Pottinger of the "Achilles," Captain Stubbs of the "Doris Star," Captain Brown of the

"Huntarian," Captain Edwards of the "Trevanian," and Captain Robinson of the "Newton Beech." Their lot was not an enviable one, looked in as they were during the whole day of the battle. However, they kept up their spirits and, as Captain Dove stated, "Every time a shot hit us we all said, 'Well, Sir, that was a good one.'"

He described how a shell had burst directly over their heads, smashing the deck above them, and splinters of shell had dropped all around them. They could see through splintered glass that the "Graf Spee" was being chased, for her guns were firing off and she was steering at full speed in a westerly direction.

About 10 a.m. an officer inquired if they were all right. They said "Yes," but they would like some coffee. There was no coffee to be had, however, for the British shells had wiped out the galley, bakery and storerooms. All they could be given was a mud of black bread with lime juice and water, and this, said Captain Dove, was all the German crew had, too, during that anxious day.

At 9 p.m. the alarm gongs went again, and the imprisoned merchant skippers thought that this surely must be their end and that now the British would close in and send the "Graf Spee" to the bottom. Philosophically, they all went to bed and were nearly asleep when the dramatic climax came.

"At midnight the door opened and an officer woke us up with the words, 'Gentlemen, for you the war is over. We are now in Montevideo harbor.' And that was that."

"One final word: Captain Langsdorff called me into his quarters next morning to congratulate me on my escape, saying: 'When you fight brave men you cannot feel any enmity. You only want to shake hands with them.' I for one was proud to shake the wounded hand of such a gallant gentleman."

Langsdorff was in fact only slightly injured, but of his crew 30 were dead and 40 wounded. His ship was badly battered. One observer noted that she had three shell holes on the water line on the starboard quarter, and a huge hole on the port quarter. Her aeroplane were completely destroyed, and there was another great hole in her fighting tower. Her decks were covered with debris, and from the water-front her superstructure looked like a mass of twisted iron.

The "Exeter" also had suffered heavy damage and grievous loss of life, with 61 officers and men killed and 23 wounded. "Ajax," which was able to repair her damage at sea, lost seven ratings killed and five wounded.

An interesting account was given by Mr. Archibald B. Dixon, a member of the

crew of the "Tainoa," sunk by the "Graf Spee" when five days out from Durban, homeward bound from Brisbane. Mr. Dixon was on his way home from New Zealand to join the Royal Air Force. The following extracts are given by permission from the story in the "Daily Telegraph" of February 13, 1940. After the "Tainoa" had been sunk her crew were taken on board the Prisoner's battleship, and all except three wounded.

men were three days later transferred to the German tanker which refuelled the "Graf Spee." Owing to Mr. Dixon being wounded he remained in hospital on board the battleship, and on the fateful December 13, he was in the thick of the battle. The rest of the story can best be given in his own words:

"On the morning of December 13 we were awakened at 6.30 by the alarm bells and rushed out of our hammocks."

"What's it this time, boys? Another poor old merchant ship?"

"There's a long black squall on the water."

"That's something new!" We looked at each other with mixed suspicion and interest.

"Suddenly there was a tremendous crash. An 11-inch gun was opening fire again. A pump, then another crash: a salvo of heavy stuff whistled across."

"It's the British Navy this time, boys!"

And so it went. The guns thundered above us and we headed over us the "Graf Spee" began to strain. A shuddor ran through her as she was hit forward. We realized that we were being engaged by more than one ship as we were firing on both sides. It was hopeless to worry about being blown up. It was a direct hit and the magazines below us, we should know nothing whatever about it.

"Through three rivet-holes we could watch the guards visible hanging up shells from the magazine below us, all swarming their gas masks. We also saw them carrying the first wounded down from the decks. Through the skylight came reflected the glare from the ship's magazines which had caught fire. Through a crack in the skylight's steel shutter we could see that it was a slow rainy day with shudding blue sky."

"It may occur to English readers to wonder why the sailors were wearing gas masks. It was a routine regulation: they used them for protection from the fumes of explosion. The rumor that gas shells had been used by the British had begun because the Germans had sprayed a powerful new disinfectant over the decks and the air. It had such a strong odor that it soon penetrated our locked wardroom. The German doctor who came on board at Montevideo may have mistaken the odour for the fumes of gas and spread the gas shell rumour, which was soon officially discredited."

"At 10.10 I was in the bathroom washing and an officer was shaving, when crash! a shell landed on our bulkhead and put the lights out. Shell splinters were scattered round the wardroom and one slightly wounded one of my mates. During a lull in the afternoon the merchant-steamers, whom we had nicknamed 'Jerricks,' came in to inspect the damage. He picked up a fragment and said with a grin, 'Made in England, is it?'"

"At lunch we could not have coffee as the cook's galley had been hit, but weak blue



### ■ GERMANY'S SHAMEFUL END

Seen from a destroyer-boat close to the "Graf Spee" at the moment when she was scuttled off Montevideo, the impressive photograph above shows the shattered superstructure wreathed in dense smoke after constant explosions had taken place aboard the ship. On the right, one of the German sailors engaged in the battle of the River Plate is being taken ashore at Montevideo.

(Photo: Central Press (London) by THE RED CROSS SOCIETY, WAR, Nippon)

Julio was mixed with the clotted orange and black blood. It felt queer during the afternoon and ten began to think we had got away from the British ship, but in the evening we opened the again. They said have done some small-scale shooting, but the "Graf Spee" got badly knocked about. In the evening the Achilles and Ajax closed and only by continually turning the stern to them did Captain Langesdorff save his ship.

Another hull and we went to bed, thinking we should probably escape the British in the morn, but at 9.45 p.m. our searchlight got fired again. There were three different shots. The first, at 10.45, closed the curtain. I dropped out to sleep, but at 12.40 was awakened by the ship's attention as she would alert. According to the Lieutenant-Commander, "Graf Spee," he said, "you are free. We are at Montevideo. It is my turn to be a prisoner."

The whole world now became tense with interest over the German captain's immediate problem. As Commander's commander of a battle-ship, he was in a neutral port there were three choices before him. First, indeed, he had very personal authority in the matter which is extremely doubtful—alternatives which he might ponder during the breathing space which, under international law, he could claim in order to make his decision.

He could not, of course, claim the time necessary to make his fighting at again. He was given in fact 72 hours to clear the port, and it was perhaps unfortunate for him that the

Uruguay people were distinctly unsympathetic to the Nazi regime. They were not very ready with practical assistance. He chose, therefore, by between exhausting to interminable for the duration of the war, coming out to fight the enemy again, or scuttling the ship. He chose the last - or, it was forced upon him—an agonizing choice which all the circumstances of his final tragedy show must have been utterly repugnant to him.

This is the place to discuss why Hitler and his staff gave or needed to this order, the carrying out of which was followed by a series of disgust which must have found an echo among the German people. There was some justification for the belief that it showed a weakening of Germany's confidence in final victory. For that confidence excited, why destroy a valuable ship which would be returned to a victorious Germany after the war was over? As to the decision not to scuttle the ship, it will be remembered that, though "Ajax" and "Achilles" had been reinforced by the cruiser "Cumberland," the battle cruiser "Renown" and the aircraft carrier "Ark Royal" were still 120 miles away refuelling at Rio. According to the best-informed naval opinion the "Graf Spee" must have had an excellent chance of escape in the dark.

But on the evening of Sunday, December 17, Captain Langesdorff steamed out to scuttle his battleship, going to a position just outside the three-mile limit but dangerously near the channel used by shallow-draught vessels plying between Montevideo and Buenos Aires. His crew were transferred to tug and other vessels which made for the Argentine port, and from boats which anchored at a distance the fires were fired which sent the bottom one of the proudest ships of the German Navy. Continuous explosions were heard and vast clouds of flame rose from the ship as the "Graf Spee"



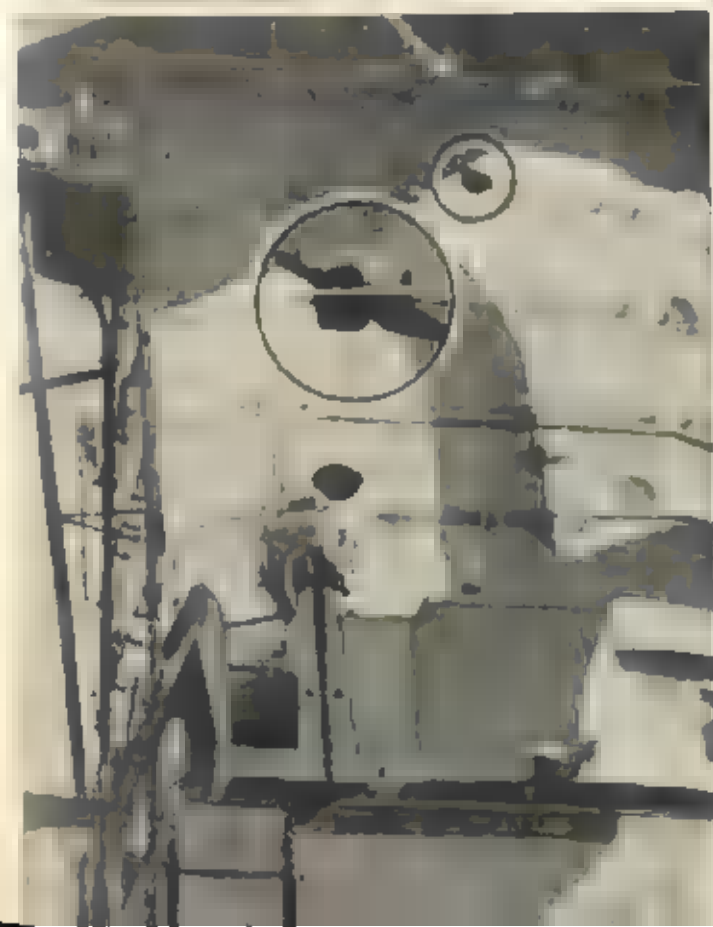
broke up, to remain, until finally dismantled, a menace to peaceful shipping. Little wonder that this inglorious end troubled the British mind that fight was a hopeless odds, still in recent memory, of the armed liner "Rawalpindi." Naturally the German representatives made protest. They accused the Uruguayan Government of not allowing the German ship sufficient time to effect her repairs, a charge which the Uruguayans quickly and effectively countered. The Germans also launched a campaign of lies which rebounded more severely to their dis credit in neutral countries than any which had preceded it.



# WHERE BRITISH SHELLS GOT HOME

On the left can be seen the results of taking shell-fire from one of the British cruisers on the hull of the Admiral Graf Spee. Below left the exact mark where British shells took their way through the steelwork of the conning tower. On the right is a camera view in the side of the German battleship where a British shell struck.

*Photos: Kipling, Spectator, General*





Two charges made against their enemies were too crude to need refuting. The first was that the British had used mustard gas shells against the "Graf Spee". The British Navy had no mustard gas shells, and even the most intelligent must have realized that in an action in which the chief

— indeed, the only — object was to destroy

Hapwood the ship and not the personnel to carry the shells of any sort would have been a sheer waste of capacity. In any case, the doctor who attended the wounded disapproved the story. The other indignity was that the British representatives at the funeral of the German victims had spat on the graves and otherwise dishonoured them. This foul lie induced the most violent indignation in Montevideo, whose people had witnessed the reverent attendance of the British captains at the graves and the German commander's grateful salute of acknowledgment of their possession.

In Germany itself the battle was first hailed as a great victory. The Germans were told that England's sea route to South America had been destroyed and that a British convoy had been defeated. The premises of the "Graf Spee" in Montevideo harbour was explained by the silly lie that mustard gas had contaminated the provisions, which had to be replaced. For

some days the Germans were allowed to celebrate their triumph. Then came the bare announcement of the cutting, which must have come as an anticlimax so crude and abrupt that even that shrewd people must have entertained doubts about the accuracy of their earlier information.

Captain Langsdorff had saved the lives of some 1,000 of his crew, who must now submit to internment for the remainder of the war. His supply ship, the "Tromper", was also treated as a vessel of war and interned. But for him life had broken. He very deliberately set about making his last dispositions. On the morning of December 19, five days after the action, he spent three hours in consultation with his staff officers. He wrote his last letters and despatches and gave away his more valuable personal effects. On the following morning he was found dead in his quarters, shot by his own hand. What was passing in this unfortunate man's mind can only be conjectured, but there seems little doubt that his decision to share the fate of his ship arose from the deep hatred which he felt in not having been allowed to fight to a finish. There were ship-logs that his crew were mutinous. This may or may not have been so; but his friends on the spot asserted that it was Langsdorff's resentment against the ignominy which he had received from Berlin that led him to his fatal decision.

The gallantry of Commodore Harwood and his captains was speedily recognized. The Commodore was promoted Rear-Admiral and awarded the R.C.B. His three captains were appointed V.B. Not very long afterwards Admiral Sir Henry Harwood, in the "Ajax," paid a courtesy visit to Montevideo, where he and his men were received with the greatest enthusiasm and hospitality. In a broadcast speech the Admiral added one or two details to the earlier accounts of the battle. He spoke for the first time of the history of the ship and of the observer of a campaign on board the "Ajax," who sat calmly in the machine when it was catapulted off the deck while the cruiser was in command of the fleet. He said, "The conditions, he said, was truly remark-



### NOT SURVIVE HIS

On the right is Captain Hans Langsdorff, commander of the Admiral Graf Spee, who paid tribute to the unconquerable audacity of the British cruisers which attacked him. The German battleship was scuttled on Hitler's order on December 27, 1939, and three days later Captain Langsdorff, unwilling to survive his ship, committed suicide. Below, members of the German colony at Buenos Aires are seen giving the Nazi salute at his funeral.

(Photo: German News Agency)



able. When a shell killed a member of the crew of "Achilles," survivors took over the duties of the dead working among the human wreckage around as effectively as before.

When a shell fell in his own sleeping quarters, the survivors picked themselves up and took immediate measures to prevent an explosion of ammunition. Sir Henry paid tribute to Captain Woodhouse and the officers and men of the "Ajax" for the gallant and resolute way in which they fought. He also thanked the Commander-in-Chief and senior officers, "who since the last war have trained us all so that when it came to the test we were able to uphold the glorious traditions of the British Navy."

H.M.S. "Ajax" came into Plymouth early on Wednesday, January 31, 1940.





### PRIDE OF THE WEST COUNTRY COMES HOME

Cheering crowds welcomed H.M.S. 'Exeter' when she returned into Plymouth, her home port, on February 15, 1940. No one cheered more heartily than Mr. Winston Churchill, seen, left. Admiral Sir M. Dunder-Nasmith, V.C., C.-in-C. of the Western Approaches. The ship said: 'We have come back with your honours gathered and with your duty done.'

(Photos, Typical Press; Associated Press)

Mr. Churchill in a stirring speech said:

"Captains, officers, and men of the 'Exeter' and let me say my words also apply to your comrades in the 'Ajax'—we are here today to welcome you home."

"In this sombre dark winter when, apart from the Navy, we have been at war and yet not at war, in those long months when we have had to watch the agony of Poland and

now of Finland, the brilliant action of the 'Exeter' came like a flash of light and colour on the deep darkness with its encouragement to all who were fighting... and the cause of fighting to free men and free people."

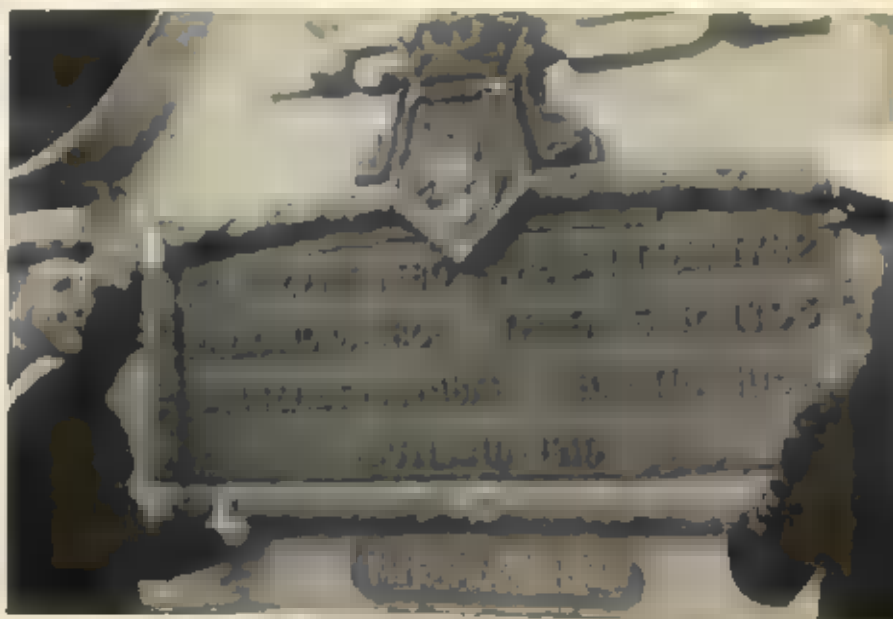
"Officers and men... you have come back with great nobility and faithfully accomplished in a worthy cause, with your honours gathered and with your duty done."



She was welcomed by the Commander-in-Chief of the Western Approaches, Admiral Sir Martin Dunder-Nasmith. The Admiralty telegraphed:

"Then landships are glad to welcome H.M.S. 'Exeter' home, and congratulate you on your achievement after two years' continuous and arduous service in the most difficult and dangerous theatre of the war. They hope that you will all soon enjoy a well-earned leave."

An official welcome was given to H.M.S. 'Exeter' when she steamed into Plymouth Sound on February 15, 1940, after one of the longest continuous cruises on record—it had begun in December, 1936, and the crew had had only two days' leave in England during all this time. The First Lord was among the first to greet the returning heroes, and with him were Admiral of the Fleet Sir Dudley Pound (First Sea Lord) and Sir John Simon.



### ANOTHER BATTLE-HONOUR FOR THE 'AJAX'

To the list of battle-honours won by warships of the British Navy bearing the name 'Ajax' is now added 'The Plate, 1939,' in commemoration of the naval action off Manila Bay on December 17, 1939.

(Photo, Sport & Pictorial Press)



# GLORIES OF WARSAW BEFORE AND AFTER WAR

Warsaw possesses many magnificent buildings, most of which now lie in ruins, mute evidence of Nazi rapacity. Top picture, the Ministry of Finance building as it was and as it is. Left is the famous Szasna Place as it was before the war, even then Fluswalden's statue at corner. On the right is Szasna Place after the bombardment, showing the wrecked House of Commerce building. Photos. Geo. A. Knapton. S. A. C.

# POLAND, VICTIM OF NAZI SAVAGERY: THREE MONTHS OF GERMAN RULE

*Nazi Lust for Inflicting Misery—General Sikorski's Revelations—'We Are Masters,' Bragged the Germans—How the Reich Deals With the Newly-Acquired Territories—Horrors of the Restraint—Albert Forster on the Nazi 'Revenge'—Compulsory Labor for the Conquered—Mass Executions*

**I**n that "register of the crimes, follies and misfortunes of mankind" which we know as history, it is difficult to find pages rivaling in wickedness and horror those which bear the record of the Nazis in Poland in the months immediately following their lightning conquest of September, 1939. To read of the murders and executions, the ejections and transfers of population, the rape and the plunder and the burnings, the violation of every human instinct, the complete and utter disregard for the fundamental decencies of civilized life—to read of these things is to be reminded of the worst and darkest ages in mankind's long and laborious struggle upwards from the slime. For the Nazi conquerors there is not, indeed, a shred of excuse, and the mantle which kindly historians have flung over the bloodstained criminals of the past will be denied their shoulders. Professing to be the exponents of a new and better civilization, they drowned innocent people in blood and converted a peaceful land into a smoking shambles.

Reports of the methods of warfare employed by the Germans in Poland had shocked the whole world, said General Sikorski, Prime Minister of the Polish Government in exile, in a broadcast statement on November 30, never before

had an enemy treated a defenseless population with so much ruthlessness, ruining down upon cities and villages alike bombs, shells and machine-gun bullets. It might have been expected that as soon as the country was subjugated Nazi lust for inflicting misery would have ceased, but, said the General, the contrary was the case. "Reports that fill us with horror are coming in from all those parts of our country which are now under German occupation, while the military authorities declaim phrases about honour, and the administration talk willingly and eloquently about culture, order and justice, the Gestapo and the S.S. detachments are the rulers. Hardly a day passes without collective as well as individual executions being carried out in Warsaw and in the districts of

Poznan, Bydgoszcz, Gdynia, Katowice, and Cracow. Property is being confiscated. Owners with their families are being evicted from their homes, and the entire population is being driven from vast Polish areas. Destruction of human life has become the pastime of savage and brutal hordes.

"Never before in modern history, even during the thickest wars, have such gloomy events occurred as are now occurring daily in Poland. In all districts of Western Poland leading citizens are being shot and their names whispered throughout the horrified country. During a single day the professors of the ancient University of Cracow were arrested and deported to Germany. These, however, are only the most glaring instances of acts of violence that are being committed during the incessant and general oppression of millions of people."

At a later date, said the Premier, the Polish Government would issue an official account of the cruelties that had been perpetrated in Poland, but in the

meantime they felt it incumbent upon them to make the following solemn declaration: "The soil of Poland under German domination has become the soil of martyrdom. National-Socialist savagery is writing a new and ghastly page in the history of German cruelty, which by the slaughter

of the helpless and the defenseless even the darkest memories of the past. The spirit of conquest and robbery which marked the march of Germany throughout the world in blood and destruction has come to life and is sowing its seeds of evil and crime."

In the light of such revelations it was obvious that the Nazis' object in that portion of Poland which was so unfortunate to fall into their clutches, was the elimination of every element of Polish culture and national feeling. They intended that Poland should never again rise from the dead, as she had triumphed over the grave which imperialist plotters of the 18th century had thrust her. Where Prussia, Austria and Russia

## CONQUERORS IN COMFORT

The bitter cold which extended over much of Europe during the winter of 1939-40 was particularly distressing to the conquered Poles, many of whom were homeless and without sufficient clothing. But these German soldiers at Cracow could smile at the sufferings of the victims of Nazi aggression, for they were well wrapped up in sheepskin coats.

PAUL KAPLAN







#### POLES RETURN HOME

After the Polish campaign had ended and another partition had divided the country between Nazis and Russians, many Polish people, like the woman and child above, returned to their homes from the approach of war had driven them—those, that is, who were fortunate enough to have a home left. But they came back as slaves of another nation.

Photo, International Graphic Press.

combined had failed, now the Nazis were resolved to succeed.

In their own country, in the land where their fathers had dwelt for generations, the land for which they had just risked their lives on the battlefield, the Poles were to be henceforth strangers and outcasts; they were to be reduced to the status of slaves. "We are masters," bragged Hen Uebelhoer, head of the Nazi district administration in Lodz, "as masters we must behave. The Pole is a servant here, and must only receive blind obedience and ruthless fulfillment of orders must be enforced. No sentiment is permissible and no exceptions, no consideration even for any particular Poles whom we know and esteem. We must inject a dose of iron into our spinal columns and never admit the idea that Poland may ever rise again. Be hard! Remember what the Poles have done to us and our kingdom, and then you will always find the proper way to treat those who are not looking to us and by your deeds show yourselves worthy of our Fuehrer and the great German Reich."

To convince the Poles that their national glory had indeed departed, and departed for ever, the Nazis set about the deliberate destruction of the monuments which national pride and piety had caused to be erected to the memory of the men Poles delighted to honour. Thus the Kosciuszko monument in Liberty Square (now renamed Adolf-

Hitler Platz) at Lodz was destroyed: the monument in Cracow marking the 500th anniversary of the victory of the forces of Poland and Lithuania over the Teutonic Knights at Grunewald, and the monument of national thanksgiving to Christ the King at Poznan, shared the same fate. President Wilson's statue was removed

from the Botanical Gardens in Poznan, and at Gdansk the Nazi iconoclasts smashed the ~~monument~~ of King Boleslaw. The statue of Copernicus, the world-famous Polish astronomer, was to be taken away from Warsaw, as the Nazi triumph had at last settled the long-standing controversy between Polish and German scholars: henceforth Copernicus was German.

Next the Nazis proceeded to tear up the landmarks and redraw the boundary lines of the conquered state.

#### Nationalities in German and Soviet Occupied Territories

	German Administration	Soviet Administration
Poles	10,181,000	6,671,000
Ukrainians	200,000	4,000,000
Jews	1,800,000	1,100,000
White Russians	—	1,044,000
Germans	757,000	40,000
Lithuanians	—	70,000
Others (Belarusians, Poles, etc.)	62,000	124,000

By the partition agreed upon in the autumn of 1939 of Poland's 380,000 sq. kilometres the Third Reich appropriated approximately 167,000 square kilometres, while Soviet Russia secured 203,000 sq. k. The populations of the two areas were estimated to be 21,200,000 and 13,800,000 respectively. Thus, though Russia's share of territory was rather more than half, the population according to her was much less. Nevertheless, Stalin's armies might be vindicated by the fact that the Polish element among his new citizens was



#### PROPAGANDA HANDSHAKE

As soon as the demarcation line was fixed marking the boundaries of Russian and German Poland, sentries were posted along the new frontier. Above, a Nazi and a Soviet frontier guard are seen shaking hands (or the ~~photographer~~ for the ~~photographer~~).

Photo, Planet News





### REIGN OF TERROR ■■■ WARSAW JEWS

The photographs in this page, smuggled out of Warsaw, show: above, Jews ordered by the Nazis to undertake dangerous demolition work; left, Warsaw Jews painting out (according to a Berlin paper) to Nazi S.S. men where arms have been hidden in a Polish soldier's grave; right, an aged Jew being striped by Nazis; below, Warsaw Jews, labelled with a triangle of yellow cloth, are not allowed to walk on pavements reserved for Aryans.

Photos. "Daily Telegraph & Morning Post"; "Wide World"; "Reynolds"





### BACK INTO HITLER'S CLUTCHES

After the partition of Poland the Germans living in the Soviet-occupied territory were transferred to the Reich. Above, a party of these uprooted Germans is crossing the border at Hrubieszew. The left-hand figure on the right is Dr. Siero-Loquist, Deputy Governor-General of German-occupied Poland, photographed at Hrubieszew.

(Chicago, Poland News)

outnumbered by the Ukrainians and White Russians, whereas Hitler added to the already considerable alien minorities in the Reich a great mass of potential dissentients.

Early in October Germany set about the redistribution of her newly acquired territory. The three Polish voivodships or provinces of Pomerania, Poznan, and Silesia were forthwith incorporated in the Reich as the "Reichsgaue" (Reichsgaue), the first

#### Organizing the Spoil

two were transformed into "Reichsgaue" (Reichsgaue) under the names of Westpomeranien and Posen with their respective capitals Danzig and Poznan. Polish Silesia was added to the already existing Grenz-Schlesien (German Silesia). Although the Nazi propagandists claimed that the three voivodships were "autonomous," i.e., German-foreigners, of their population of more than five millions less than 400,000, or only 7 per cent, were Germans according to the 1931 census.

The rest of Nazi-occupied Poland—that is, the central districts—were designated the "Reichstaut," which was at first assumed to be destined to enjoy "autonomy." In the course of a few weeks, however, mention of autonomy became ever fewer, and the Reichstaut was diminished by the cession of Lodz and the surrounding area to the Reichsgaue—in effect, the German Reich. At the same time Silesia was wedged between Pomerania, Lithuania and the new frontier, was added to the first (Gau Ostpreussen), some slight adjustments were made on the old Czechoslovak frontier. By these additions the Reichsgaue gained 17,000 sq. kilometres with a population of 2,110,000.

In the Reichsgaue the work of Germanization was soon embarked upon with the utmost vigour. The object of the new rulers was nothing less than the substitution of a German population for that which was established in the land. There could be no question of peaceful infiltration, for the terri-



tories which, according to the German press, were to be colonized by 4,000,000 Germans, were just those provinces of Poland which were already most thickly populated. Indeed over-populated. It was obvious, therefore, that the German administration was planning nothing less than the expropriation of the indigenous Polish population, that a great host of Polish peasants and shopkeepers were to be hounded from their homes and sent to (presumably) the Reichstaut, to make room for a collection

of immigrants drawn from distant corners of the Reich and "brought home" from the Baltic States.

Significant in this connexion was the speech of ~~Dr. Frank~~ Forster, the newly appointed Reichstatthalter of West Prussia, at a meeting of the German-speaking population in Torun. "Our country," he said, referring to Poznan, "is beautiful and fertile but there have been too few of us living in it. Now that Germans from other countries are flocking here our numbers will increase. We Germans will take revenge for all that Poles have done to us. In a few years' time Polish will no longer be heard in the streets of this town. We shall never repeat our old mistake of being guided by toleration and sentimentalism. We shall act ruthlessly." These words could preface nothing less than a vast process of expropriation and extermination of the land-owning and land-occupying classes.

Additional light on the sanguinary intentions was thrown by Dr. Hans Frank, who took up his duties as Governor-General of the Reichstat in Cracow on November 11—Poland's Independence Day. At

Dr. Frank's his installation ceremony

Monaco why he gave further proof of his complete lack of tact by descending in the Royal Chamber of the Wawel Castle on the "barbarous persecution" to which, he told the assembled Poles, the Germans in former Poland had been subjected. He concluded his oration with an appeal to the Poles to collaborate with Greater Germany, not forgetting to point out that severe punishment lay in store for those who dared to show a recalcitrant spirit or ventured to engage in any measure of sabotage. "All who oppose our creative work are doomed to perish, but those who help may live quietly and work."

It was in this intemperate spirit that he issued his first decrees. In all a sharp distinction was drawn between the German section of the population, who were accorded privileges of many kinds, and the native Poles who were stigmatised as belonging to an inferior and permanently inferior race. Henceforth there were to be different laws for the German and Polish inhabitants, and measures which, committed by the one, might be glossed over, if committed by the other would almost certainly be visited with severe penalties. Dual police control was instituted, German citizens being subject only to the German police, while the Polish police were made responsible to the German authorities for maintaining order amongst the Poles.

Another of the Governor-General's decrees introduced compulsory labour for the whole of the Polish population men and women between the ages of 15 and 45. "Every able-bodied person must work," it was laid down, so that the Poles should be given an opportunity "not only of learning the blessings of labour, but also of pulling themselves together so fast, to carry out what the irresponsible Polish Government failed to do in twenty years of mismanagement."

With so vast a supply of cheap labour available the Nazi administrators looked forward with every confidence to rearing from the conquered soil vast quantities of raw materials which would be of the utmost service to the Reich as soon as war, and this despite the fact that several hundred thousands of able-bodied Polish peasants, for the most part prisoners of war, had been transported into the interior of Germany to work as serfs on the German farms.

The deeds of the conquerors did not belie their inspiration; never did they fall short of the resolve to "be hard." Though as far as might be the execution was hidden from the wider world, news sometimes leaked out, and so the counts in the ever-lengthening indictment of Nazi rule accumulated.

One incident that attracted particular attention was the arrest (referred to in General Sikorski's statement on page

16) of the professors and lecturers of Cracow University on the ground that they left the lecture-hall when a German professor reviled in the most extravagant terms Polish science and Polish scholars. Taken en masse to the military barracks, they were eventually deported to Germany and interned in a concentration camp. This act of violence aroused widespread indignation and the universities of Britain expressed their deep concern for the imprisoned scholars. "The abrupt and compulsory stopping of all their researches and their teaching," said the Vice-Chancellor of Sheffield University, to

Students  
Imprisoned

quote but one of the many instances of sympathy," would alone be enough to condemn the agents of the stoppage as uncivilized; but the callous personal inhumanity with which it has been carried out shows its perpetrators not merely as uncivilized but as active enemies of civilization."

The treatment of the Cracow professors was mild compared with the fate of thousands of their fellow-countrymen. In the single province of Poznan some five thousand persons were reported to have been executed, individually or in the mass—persons of every rank and class and occupation who were found guilty of the unforgivable crime of patriotism. Clergy and workers' leaders, landowners and peasants—all, indeed, who stood out against the brutal



#### TO BE PUT TO OTHER USES

After their conquest of Poland the Nazis set up collecting stations to which was sent the war material captured on the battlefields. Above is a dump of Polish steel helmets which will probably be melted down and used in some form of armament for the Nazis.

Photo, F.N.A.



conduct of the Nazis—were rushed before the military tribunals, and after a night in a cell exposed to every form of barbarity, dispatched by the firing-squad. By the end of the year 18,000 of the nation's leaders had paid for their patriotism with their life-blood. Those who were not shot out of hand marked men, watched day and night by the spies of the Gestapo; some were seized as hostages for the good behaviour of their colleagues or fellow-townsmen.

At Włocławek 300 of the hostages seized when the town was occupied by the Nazis were shot in batches without even the slightest suggestion of a trial. It was reported that before being murdered the doomed men were forced to dig their own graves, and then the executioners of the Gestapo shot them one by one, while the victims-to-be were compelled to look on at the slaughter until their turn came.

More hostages were slain at Szamotuły, a little town in Poznań—five young Poles who had been taken because in a neighbouring village the Nazi flag had been torn down. The men responsible for the "insult" could not be found, so these five were publicly shot on market-day in the market-place. With their last breath they shouted "Long live Poland!" S.S. men finished them off with their

revolvers as they lay on the ground, and then several Polish professional men were ordered to place the bodies in a lorry, take them to a spot outside the cemetery, and there dig graves and bury them.

Every effort was made to stamp out Polish culture, Polish literature, science and art, the Polish language—everything indeed that might tend to keep alive the Polish national consciousness. Thus in Łódź, the "Manchester of Poland" as it has been called, the names of the streets were Germanized, the Polish shop signs were taken down, Polish newspapers forbidden to appear, Polish schools abolished, and all educational text-books in Polish withdrawn from the bookshops. In the schools Polish was made an optional subject, taught for one hour a week. It was in Łódź, too, that the discrimination against the Jews—always an important and very influential element in a great commercial city—soon became most marked. Dr. Frank decreed, for instance, that all Jews over 12 must wear an armband carrying the Shield of David (the intertwined triangles) whenever they went out-of-doors. Jews were forbidden to use certain streets save with special permission from the military commandant, and in others they were forbidden the path and forced to mingle with traffic on the roadway.



#### NO AMBIGUOUS DUTY

After the conquest of Poland the Nazis took over the public services; above, a traffic controller on duty in one of the main thoroughfares, which seems devoid of traffic.

Photo, K.S.A.

Before long, however, if Hitler's schemes came to fruition, the Jews would be removed from Łódź and the other towns of Nazi Poland altogether. His plan for the establishment of a Jewish reserve in the province of Lublin, part of the Reichsgau, was set on foot and by the end of 1941 some 60,000 Jewish Jews, mainly from "Reserve" Western Poland, but

including a number from Vienna and Prague, had been transferred to Lublin and its neighbourhood—once a poor-time one of the poorest districts of Poland. The newcomers were allowed to take with them few of their goods and no valuables, and the Jews of the area were placed under an obligation to look after their needs. But of the normal population of 2½ millions, only some 350,000 were Jews, and the commander, not unnaturally, looked upon the immigrants with disfavour. Particularly in the villages there was keen hostility, and the Jews suffered terribly from privation and were crowded together in the most noisome tenements. Eventually, so it was understood, all the Jews in the Reich were to be removed to the Lublin reserve, thus enabling the Nazi Government to appropriate their property and also to have at their hand in Poland a convenient reservoir of cheap labour.

Well might General Sikorski declare that "this exchange of population is the outcome of inhuman and absurd racial theories, and constitutes revolting cruelty," but it was just one item in the vast catalogue of crimes that Hitler and his Nazis committed in unhappy Poland.



#### GRAVES IN A WARSAW SQUARE

So great was the number of dead in Warsaw after the siege that the cemeteries were filled to overflowing. Many were buried in public gardens and squares; above, graves in the Hołuby square, named after the 1920 President who wasqetted after the war of 1918-1918

Courtesy of the "Niem Chronik"



# UNRESTRICTED SEA WARFARE: MERCHANT NAVY MEETS THE CHALLENGE

*The Nazi War on Merchant Shipping—Indiscriminate Use of Mines Brought Heavy Losses to the Neutrals—Work of Minesweeping Flotilla and R.A.F. Coastal Command—Some Daring Feats by Merchant Vessels—The 'Graf Spee'—Nazi Aerial Campaign on Unarmed Fighting Craft and Merchant Ships—Four Months of War: Negligible Losses of the Allies*

THE enemy's campaign against merchant shipping can be divided readily into separate stages. First, there was the initial blow by which it was hoped to devastate and completely to disorganize British shipping and everything which depended upon it. With Germany's submarines out at sea on their war stations long before war broke out, it was hoped that they would be able to deal a death-blow to the unarmed and defenseless merchant ships homeward bound on their lawful occasions. The speedy organization of convoys and anti-submarine forces by the British soon brought the heavy losses almost to zero. Then, in October, 1939, the second U-boat campaign started, coupled with the operations in the North and South Atlantic of the pocket battleships "Deutschland" and "Admiral Graf Spee."

The third stage of the enemy's campaign opened in November, 1939, and took the form of the unrestricted use of mines. In contravention of all the commonly accepted principles of international law governing the use of mines in warfare, the Germans sowed them indiscriminately in the normal traffic lanes used by the merchant ships of all nations, Allied and neutral alike.

The rate of shipping losses under neutral flags rose sharply; in fact, the figures for November were more than double those of October,

Neutral Losses: rising from 49,827 tons gross to 97,268 tons gross. British losses,

on the other hand, continued the diminishing trend that had started as soon as the convoy system was inaugurated. They declined from 165,465 tons gross in October to 74,778 tons gross in November, the latter figure including the armed merchant cruiser "Rawalpindi," which went down with her colours flying after a one-sided engagement with the "Deutschland" (see Chapter 30). Excluding this ship flying the White Ensign, and the "Northern Rover," a 625-ton trawler converted for naval purposes and lost during the same month, we find that British merchant losses for November amounted to only 69,428

tons gross—about half of the total for October. French losses in the same period declined from 45,273 tons gross to 7,545 tons gross.

The first victim of the mine campaign in November was the Greek cargo vessel "Nicholas M. Kambouris" of 7,295 tons gross. She was followed by the Danish passenger liner "Canada" (11,108 tons gross), which sank in shallow water, so that her superstructure remained above the sea and constituted a danger to navigation. It was a feature of the German mines that they could be laid best in shallow channels, and many of the larger vessels which were sunk caused navigational danger to other ships.

The crew of the "Canada" were lucky enough to escape with their lives, but others were less fortunate. Thus worth mention was horrified by the tragic loss when the Dutch passenger liner "Simon Bolivar" (8,200 tons gross) was victim to a mine. More than eighty lives were lost, and the crime was the blunder in that she was bound direct from Holland to the West Indies without any intention even of calling at a British port. Two more lines under neutral flags were sunk by mine during November: the Japanese passenger liner "Teikoku Maru" (11,930 tons gross), on November 21, and the Dutch "Sparendam" (8,857 tons gross), six days later. Further particulars of these outrages are given in Chapter 36.

The Germans attempted to justify their warfare against neutral shipping by claiming that every sinking of a neutral vessel was a blow against Britain. This claim was refuted in many cases by the known facts. The "Simon Bolivar" was bound from a neutral port to a neutral destination. So was the Dutch tanker "Slidrecht," 5,133 tons,

sunk by a German submarine on November 10, 160 miles west of Ireland, after the ship's papers had been examined.

Three other neutral tankers were sunk during November, the largest being the Norwegian "Arne Kjoslo" (11,019 tons). The other two were victims of the mine campaign—the Swedish "Gustaf E. Reuter" (6,330 tons) and the Norwegian "Reall" (8,183 tons). Of the fifteen neutral ships sunk by enemy action during November six were of more than 5,000 tons and only three were under 1,500 tons.



HEROES OF THE MERCHANT SERVICE

Captain F. R. Farrer (left), master of the unarmed steamer "Beharistan," was attacked by a Nazi submarine. He defied the enemy and the "Beharistan" made her escape. He was awarded the O.B.E. Another recipient of the O.B.E. was Capt. E. T. Graydon (right), master of the "Karama," who also brought his ship safely when chased by a German submarine.

Though British tonnage lost in November was considerably less than in the previous month, the number of vessels increased from 23 to 28. Total tonnage was lost because the individual ships themselves were smaller. There were colliers and two coasters, mostly under 1,000 tons. Of the vessels coming within the category of liner, one was only of 1,044 tons, while the Ellerman liner "Ionian," though a fine modern ship, was only just over 3,000 tons. The Houlder liner "Royston Grange" (5,114 tons) was a third, while two Brookbank ships brought the number of cargo liners lost up to five. In the first three months of the war the owners of the Brookbank



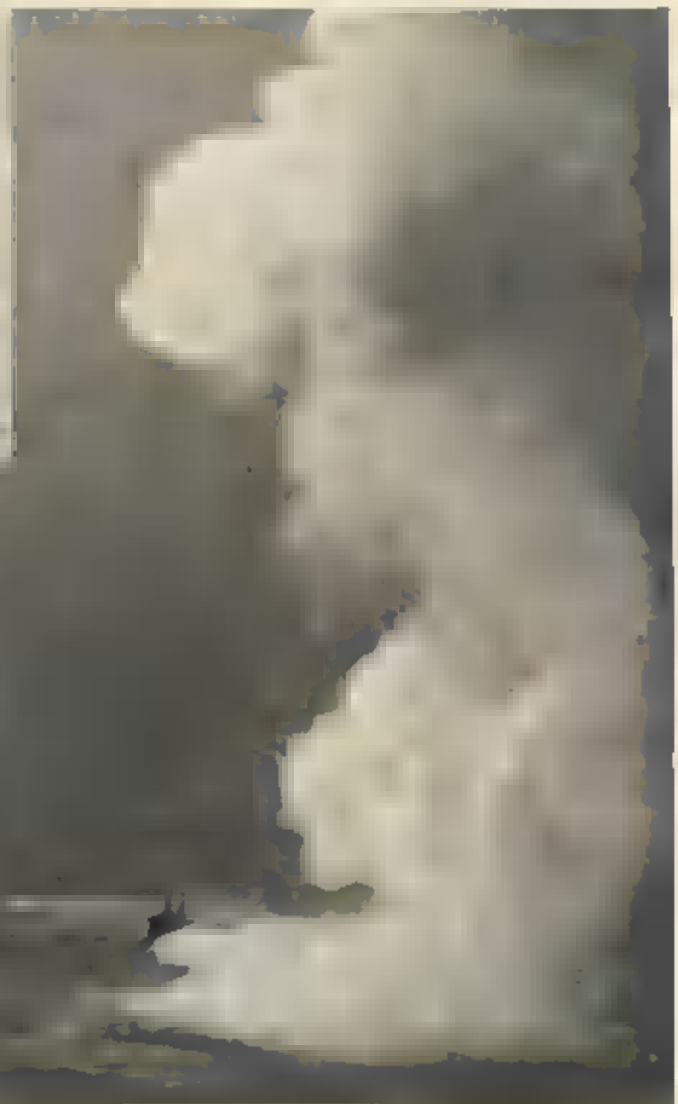
## SIGHTS THAT FILLED NAZIS WITH GLEE

Ltd., a British anti-submarine net by a German U-boat. The ship was damaged to her guns and her high speed was lost. Below, a U-boat is seen, a trail of smoke and flame after being hit by a British ship. (The ship is a British ship.)

(The ship is a British ship.)

The Show Swift liner "Karamia" was on her way to New Zealand via the Panama Canal when she was attacked by a submarine. At least 21 people were killed by the U-boat, many of them falling from the deck. The master refused to surrender, relying on the possibility of help from a British aircraft or warship. His act of faith was justified in the event, the official account states, "and he saved his ship."

The reward to the master of the "Huron" recalls the fact that



ships had lost more ships in number and tonnage than any other ship-owners. A total of five ships of 40,746 tons. In addition, their "Maharaja" (6,000 tons) had the misfortune to be wrecked. Their loss was known in November was the "Mitra" and the "Mangalore," each of about 8,000 tons, both sunk by mine. The former vessel was struck by a floating mine while she was at anchor.

A serious loss to the Allies was that of the Polish motor liner "Pikareski," a 14,000-ton passenger vessel of 14,000 tons under charter to the Admiralty. She sank after two explosions while proceeding along the English coast in ballast. All the crew got away on the boats, except the captain and two men who clung to a raft. All were picked up later by a destroyer and a fishing vessel, but Captain Hubert Blunkie was, D.S.O. and afterwards from exposure.

British merchant seamen continued to perform feats of daring which earned them distinctions. The Order of the British Empire was awarded to Capt. Edward G. "Baharistan," Commander Greyson R. "Karamia," and Capt. Whitcomb of the "Huron," for valiant attacks by enemy submarines. The two former ships were entirely unharmed. The official account of the exploits of the "Baharistan" is as follows:

This ship was attacked. She was unduly attacked on deck at night by an

enemy submarine at very short range. The U-boat fired ahead of her on her forward bow, so that to escape she had to turn towards the land. The U-boat could not come near enough for her to and was forced to stop. But so determined at great risk to defy the enemy and at once brought the gun back to bear. The submarine was brought to a standstill by a long, continuous fire, and continued firing. All shots fell very close, but by the last detonation and the U-boat was sunk. The "Baharistan" made good her way and anchored safely in Spanish Bay in daylight.

Three ships of the same fleet distinguished themselves in actions against submarines, earning rewards for their masters and gun crews. The "Huron" was sunk after a long engagement with a U-boat but the "Rockpool" succeeded in beating off her antagonist.

The "Stannpool" was armed for defence, and a gunnery duel between weapons of similar calibre ensued when a submarine attacked her. About 15 shots were fired by each participant, and the



#### MINE WARFARE IN THE NORTH SEA

Above, the crew of a *Raff* minelayer are stowing their deadly weapons; right, a *Raff* mine being destroyed by fire from a British warship; below, one of the 'kites' which are attached to the mine-sweeping wires to ensure that the sea is swept from surface to bottom; below right, Danish sailors shout to render harmless a mine washed up on the Danish coast.

*Photos: Newsphotos, H.P.F., (London: Lough)*



erday's last shot tested the "Stonepool" above the waterline. She succeeded in getting a shot either home or so near home that the submarine was compelled to give up the fight.

The unrestricted campaign of November, 1939, did not find the Royal Navy unprepared. Minesweeping flotillas were fully

More organized, and had been since the outbreak of war; but with the new campaign in its intensified form, further extensions were made. Numerous trawlers were fitted out for use as minesweepers and for other auxiliary purposes, and these vessels were manned by the men of the Merchant Navy.

Apart from the Royal Navy, the men of the Mercantile Marine owe a debt of gratitude also to the Coastal Command of the R.A.F. Constant patrols are carried out by these seaplanes, on the watch for enemy submarines and mines. During November a strong force of Nazi aircraft made an attempt to destroy a convoy of British ships off the East Coast. R.A.F. machines intercepted them, however, and, with the help of anti-aircraft fire from the ships, succeeded in driving them away. Seven out of twelve Nazi machines failed to return home, but no hits were scored on any ship or British aircraft. "Security patrols" were also organized by the R.A.F. towards the middle of December. By maintaining routine patrols over the lanes from which the enemy seaplanes left on their nocturnal mining activities, the R.A.F. made it almost impossible for them to set out.

December saw the end of another menace to British merchant shipping on the high seas when in a heroic action in the River Plate the cruiser "Exeter," "Ajax" and "Achilles" engaged the pocket battleship "Admiral Graf Spee" (at first thought to have been the "Admiral Scheer") and forced her to seek shelter in Montevideo, where she later scuttled herself rather than face

British warships which were lying in wait for her. (A full account of the action is given in Chapter 15.) When the battleship was driven into harbour it was learned that she had sunk several ships reported overdue during the previous two months. These were the cargo vessels "Ashdon," "Trevonion" and "Newton Beech," and the cargo liner "Huntman" (8,198 tons). In addition, it was confirmed that she had been responsible, early in December, for the sinking of three other vessels, the cargo vessel "Stromboli," the Star Savill cargo liner "Tairoa" (7,981 tons), and the Blue Star liner "Doric Star." The "Doric Star," a refrigerated meat carrier of 10,086 tons, was on her way from New Zealand with a full cargo of frozen meat. When her captain saw that escape was impossible, he determined at all costs to prevent the cargo from falling into the hands of the enemy and flooded the engine-room and refrigerated chambers.

In her three months career as a commerce raider the "Admiral Graf Spee" had sunk a total of nine ships of 50,080 tons. These sinkings took

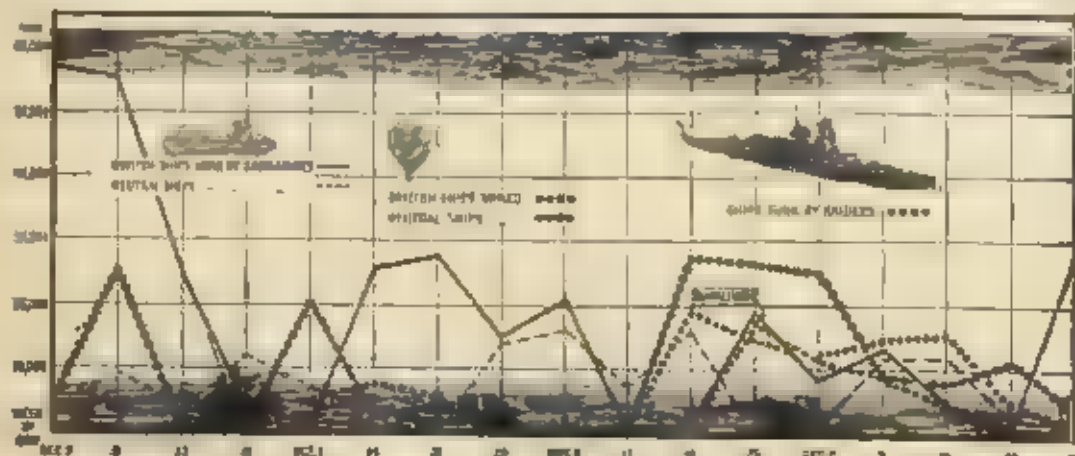
place in the South Atlantic, with the exception of that of the small tanker "Africa Shell" (706 tons), which the raider caught off the coast of Portuguese East Africa, in ballast.

In December there was a recurrence of British tanker losses. The first month of war had seen the loss of five, of 12,438 tons total. During October and November the only loss was the "Africa Shell." But in December the "San Alberto," "San Diego" and "Inverlane," total being 24,048 tons, were sunk, two by mines and one by torpedo. In addition, two others, the "Athensclaph" and "San Dalmir," struck mines but were later salvaged. A courageous attempt was made to salvage the after part of the "San Alberto," which had been torpedoed without warning at 2 a.m. on December 2.

Two more cargo liners were sunk in December, the Royal Mail liner "Nauvoto" (8,790 tons gross) by submarine, and the Ellerman liner "City of Kobe" (5,373 tons gross) by mine in the North Sea. This brought the total losses sustained in the war by the

ALLIED AND NEUTRAL SHIPPING LOSSES BY ENEMY ACTION, 1939

	September		October		November		December		Total	
	No.	Tons gross	No.	Tons gross	No.	Tons gross	No.	Tons gross	No.	Tons gross
<b>BRITISH</b>										
Passenger liners	1	13,554	1	10,185	—	—	—	—	2	23,739
Cargo liners	5	27,401	7	49,071	6	20,144	6	81,237	24	164,153
Cargo vessels	19	69,410	17	47,121	11	29,805	10	47,255	57	193,711
Oil tankers	—	—	1	1,000	2	2,211	3	1,900	6	5,111
Trampers	—	—	—	—	2	5,751	2	2,110	4	7,861
Tankers, etc.	1	47,415	—	—	1	700	2	21,011	4	69,126
Freighters, etc.	7	2,300	2	915	7	2,014	10	2,300	26	7,529
Mail liners	—	—	—	—	—	—	—	—	—	—
Red Cross	25	150,100	27	309,460	24	40,920	22	101,522	100	601,982
<b>Total</b>										
Auxiliaries	—	—	—	—	1	16,007	—	—	1	16,007
Merchant cruisers	—	—	—	—	1	651	7	1,750	8	2,401
Trawlers, etc.	—	—	—	—	—	—	—	—	—	—
<b>Total British</b>	50	153,164	55	166,855	41	70,714	46	198,127	192	488,956
<b>FRENCH</b>										
Oil tankers	1	2,000	—	—	—	—	—	—	1	2,000
<b>Total Allied</b>	51	155,164	55	166,855	41	70,714	46	198,127	193	490,956
<b>NEUTRAL</b>										
Oil tankers	10	11,200	10	10,000	7	47,000	41	91,000	68	168,200
<b>Total Neutral</b>	10	11,200	10	10,000	7	47,000	41	91,000	68	168,200



## ANALYSIS OF NAZI SINKINGS

The graph on the left shows the tonnage of British and neutral shipping lost, from the outbreak of war up to the end of December, 1939, by torpedoes, mines and the action of Nazi raiders. In the table above Allied and neutral shipping losses are shown—the British in respect of the different categories of vessels. It will be noted that the tonnage of neutral shipping sunk amounted to half that of the Allies.





Phot. Sept. 1914

#### WAR'S RAVAGES IN WARSAW

*Nowy Świat* (*New World*) was, before the war, one of Warsaw's most famous thoroughfares and a fashionable shopping centre. It is seen as it was in these days in the upper photograph, with which the one below offers a sad comparison. Here we see *Nowy Świat* after Nazi shells and bombs had done their work. Straws over the pavement on the right is debris from the *Seepy Hotel*, the shattered balcony of which used to be a favourite rendezvous for diners.

14





#### AN END WITHOUT HONOUR—THE

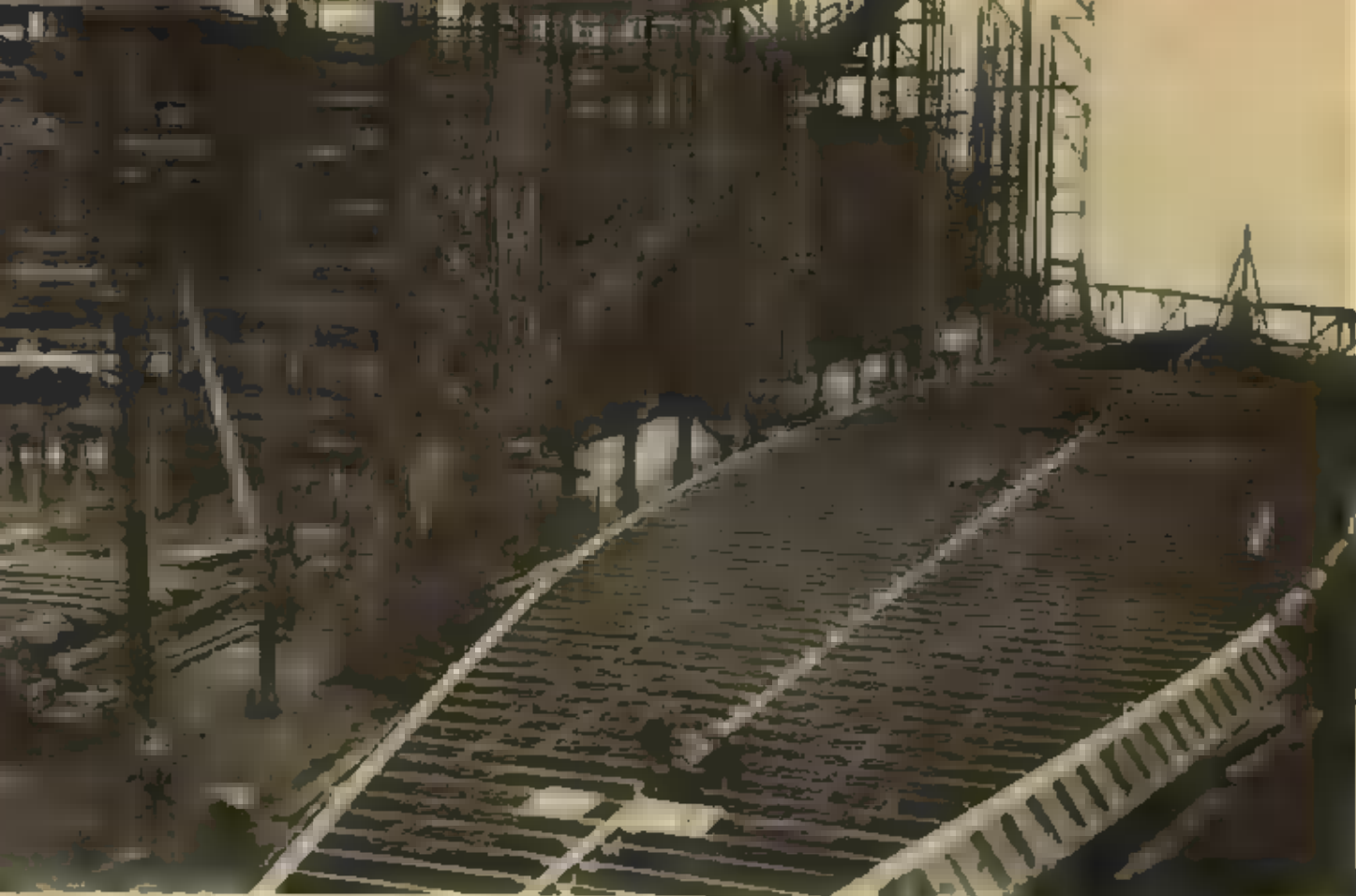
From the beginning of the war the German Navy suffered an ever-increasing loss in prestige. The Allies showed conclusively that they held the mastery of the seas, and the defeat and ignominious end of the 'Admiral Graf Spee' attested the inferiority of German naval tactics.

Photo: The Daily News

#### 'GRAF SPEE' GOES TO HER GRAVE

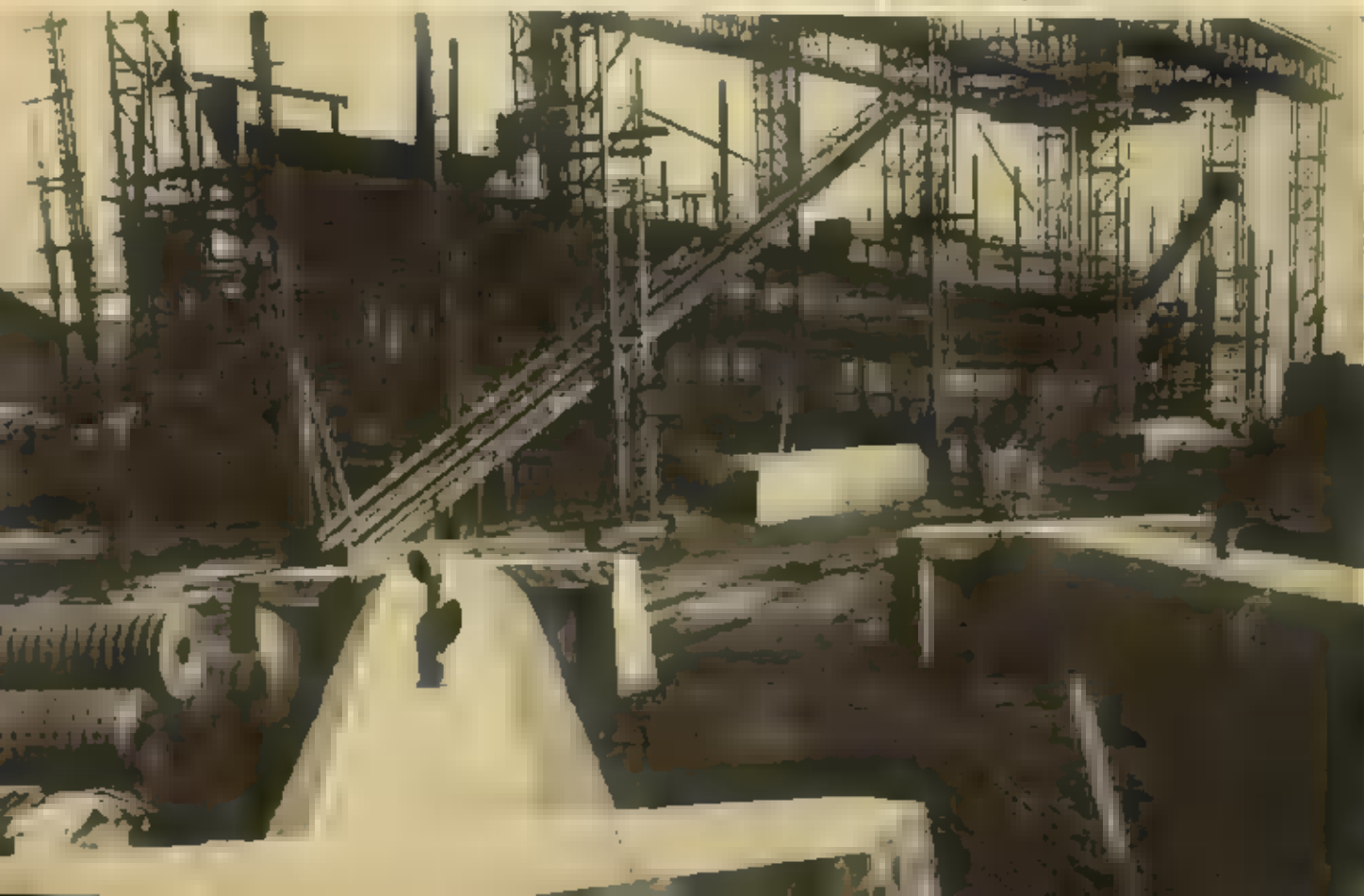
Had Germany really valued the value of this 'pocket battleship' more, the 'Graf Spee', whose victory Dr. Goebbels had announced to all the world, is seen a blazing wreck, scuttled by the British's orders. Photographs taken from the 'Achilles' during the action appear in pages 58-59.

Photo: The Daily News



#### MAGNIFICENT EFFORT OF BRITAIN'S SHIPYARDS

Faced with savage submarine warfare and air attacks upon our merchant vessels, Britain's shipyards successfully strive to make good the losses incurred. The photograph above shows the keel of a new ship at one of the yards, within a few weeks the ribs will be rapidly taking shape. Below, a cargo vessel, well on the way to completion, is seen. The personnel of the shipyards are well protected from air raids by strong shelters like those in the foreground.





Ellerman group to five vessels of 10,840 tons total. In addition their cargo liners "City of Paris" and "City of Marseilles" suffered damage but reached port. The latter casualty occurred early in 1940. No British passenger liners were lost either in November or December, except the former P. & O. liner "Rawalpindi," which had been converted into an armed merchant cruiser.

After three months of warfare the submarine menace had been reduced to a minimum, and only four British cargo vessels were destroyed by U-boats during December. Though their casualties were negligible,

Dodging, however, the submarines intensified the ruthlessness of their methods. When the "Oakmouth," a vessel of 2,483 tons, was attacked in the Bay of Biscay at the end of November she ended no fewer than three torpedoes by skillful and prompt use of the helm. But she was not to escape, for the submarine then opened fire at a range of only about 300 yards. When the crew were taking to their boats the U-boat continued to fire, using shrapnel. Two men were killed, and the boatwain fell into the sea when one of the boat's falls was pierced by a shell. The radio operator had succeeded in getting an SOS message through to a French warship which was then 65 miles away. This vessel came on the scene at full speed, and by a miracle found the boatwain still afloat and alive. She threw him a raft and went after the submarine, eventually tracing her and dealing with her. The lifeboat with the remaining 22 men was picked up by an Italian vessel.

Proof was forthcoming in December that the German submarines were further infringing the rights of neutrals by operating inside territorial waters of neutral countries, where, of course, they were safe from British anti-submarine craft. The Greek steamer "Qaronislin" (4,708 tons) and the British steamers "Thomas Walton" and "Dorpfeld" (4,160 and 4,034 tons respectively) were torpedoed in Norwegian territorial waters during December.

By the middle of December three enemy campaigns against merchant shipping had more or less petered out—submarine attack, mine warfare, and ocean raiding by surface vessels. All these weapons had been countered, and the German High Command decided to call in the use of a much-valued weapon, the German Air Force. Aerial attacks on convoys had proved too costly and ineffective owing to the anti-aircraft defence which accompanies such convoys, so the enemy gave vent

to his wrath upon all and sundry unarmed vessels—fishing craft, light vessels and coasters—which pursue their peaceful occupations in the North Sea, unprotected and in spite of the danger from mines and submarines.

During the first week of these bombing raids no fewer than 35 vessels of this type were attacked, and of these only three were naval patrol vessels. The naval auxiliaries were unharmed, but the German radio announced amazing successes through the aerial bombing of British "naval patrol vessels." In fact,

then appeared and drove the raiders away, before signalling to another trawler (which also had been attacked) to pick up the boat from the "Isabella Greig."

The "River Barn" was another trawler which had a gruelling experience. One morning she picked up three exhausted Danish seamen who had been clinging to a raft from their ship, the "Bogo," had sunk after striking a mine. Later that day the "River Barn" was attacked by an enemy aircraft, which dropped a single bomb and then disappeared. The following morning another German flying boat paid a visit and dropped a single bomb, which also missed its mark, but shortly afterwards two enemy aircraft came along and succeeded in hitting the trawler. The crew and the Danish survivors, thirteen in all, had taken to the boat and had missed a bomb deliberately aimed at them, but they were still 50 miles from the nearest shipping lane. For 36 hours they rowed, the boat so overcrowded that the skipper had to remain standing at the tiller for the whole time, because there was no room for him to sit down. After this feat of endurance, in squalls of hail and winter rain, they were mercifully picked up by a Swedish ship.

The total British losses for December amounted to 39 ships of 109,475 tons gross, of which trawlers, under both Red and White Ensigns, accounted for 17 ships and over 4,000 tons. The figure for December was an increase on Figures for November, and the loss of life was undoubtedly heavier, more than 190 merchant seamen losing their lives. Neutral losses showed a slight decrease in tonnage, but an alarming increase in the number of vessels sunk. Numbers increased from 15 to 41 and tonnage decreased from 97,387 to 81,351 tons gross. The majority of the neutral ships sunk were small vessels of under 3,000 tons gross—coasters and short sea traders. The largest individual loss was that of the Dutch passenger liner "Tajandah," of 8,150 tons. Norway and Sweden were the heaviest sufferers, each flag losing over 18,000 tons of merchant shipping. The sole French loss during the month which might be attributed to enemy action was the 625-ton trawler "Dinard."

The ship which is sunk attracts the attention of the world, but the hundreds of vessels which continue to go about their daily business are apt to be overlooked. The number of casualties may seem large, but it is completely overshadowed by the number of ships which, despite the intensity of the enemy's efforts, continue to sail over the oceans.

### German Aerial Attacks on Unarmed Shipping

December, 1939

Severely Peculiar	British motor ship Trawler	m. b. & c. h. b. & c.
December 15		
New Choice	Trawler	b
Arnold Bennett	Trawler	b
Trinity	Trawler	b & c
Orion	Trawler	b
Benclair	Trawler	b
Ellen Wray	Trawler	m & b
Craigie Lee	Trawler	m & b
Dorvick	Trawler	b
Compagnie	Trawler	m, b & c
Sheldan	Trawler	b
Isabella Greig	Trawler	m, b & c
Tuacan Star	British motor ship	m & b
Valentine Code	British steamer	b
City of Mabo	British steamer	m & b
	(4,273 tons)	
December 16		
Esprit	Trawler	m & b
Active	Trawler	m, b & c
Isolons	Trawler	m, b & c
Astros	Trawler	m & b
Ocean View	Trawler	m & b
River Annan	Trawler	b & c
December 21		
Uku	Island steamer	m, b & c
	(757 tons)	
December 29		
Adam	Trawler	m & b
m : machines-primed : b : bombed : c : sunk		

during the entire month eight trawlers of 1,722 tons total were sunk by this method, although others suffered some damage and casualties. In addition a lucky hit caused the sinking of the modern motor coaster "Serrinity" (487 tons), and the Estonian vessel "Uku" (707 tons), flying the flag of Panama, was sunk by bombing from the air. In this instance women were among the neutral personnel of the ship, which was machine-gunned by aircraft.

The skipper of the "Isabella Greig," one of the trawlers which was sunk, later gave an account of his experiences. About 10 o'clock one Sunday morning two Heinkel bombers suddenly appeared and immediately opened machine-gun fire on the deck of the defenceless trawler. Between 15 and 20 bombs were dropped. While the crew were taking to the boats the aircraft again opened fire and wounded two men, as well as riddling the boat with bullets and causing her to leak. British aircraft



of the world. More than 11,000,000 tons of British shipping were constantly moving over the world's trade routes at the end of 1939. Many of the vessels which were attacked succeeded in eluding the enemy. A notable example occurred in December, 1939, when the Blue Star liner "Punjab Star" (11,449 tons) was attacked by enemy aircraft shortly after leaving a British port. Four bombs were dropped and machine-gun fire swept the decks. The second radio officer was seriously wounded, but no direct hits were scored, and the vessel's anti-aircraft armament forced the enemy to retire. There is evidence of the might of British sea power in the statement that up to the end of 1939 no fewer than 6,941 ships had been escorted in convoys, with the loss of only 12 vessels, or 0.2 per cent of the total tonnage.

By the end of the year 1939, 229 vessels of all flags, totalling 765,061 tons, had been sunk as a result of enemy action. Of this total, neutral nations together had lost 80 ships, amounting to 260,835 tons. The British Merchant Navy lost less than double this amount—127 ships of 413,819 tons total. The

rest of the grand total was made up of French and Polish losses, which bring the combined Allied losses to 441 vessels, of 511,219 tons. To these tonnage losses must be added three ships which sank as a result of striking British mines, the Belgian "Alex van Opstal" (5,095 tons), the Norwegian "Horch Transporter" (4,914 tons), and the British India liner "Sirdhana," 7,745 tons, which sank in the British zone off Singapore on November 4, with the loss of about twenty lives.

To offset the Allied losses there must be taken into consideration, first, the number of German ships captured by the Allied navies and converted to Allied use—21 ships of 192,985 tons; secondly, almost the entire Polish merchant marine, amounting to more than 120,000 tons; and, thirdly, the output of Allied shipyards since the beginning of the war. At that date a huge programme of merchant ship building was in progress, amounting to more than 200 ships of about 1,700,000 tons. The shipyards were working at full pitch, and more than 100,000 tons took the water before the end of October. The Ministry of Shipping,

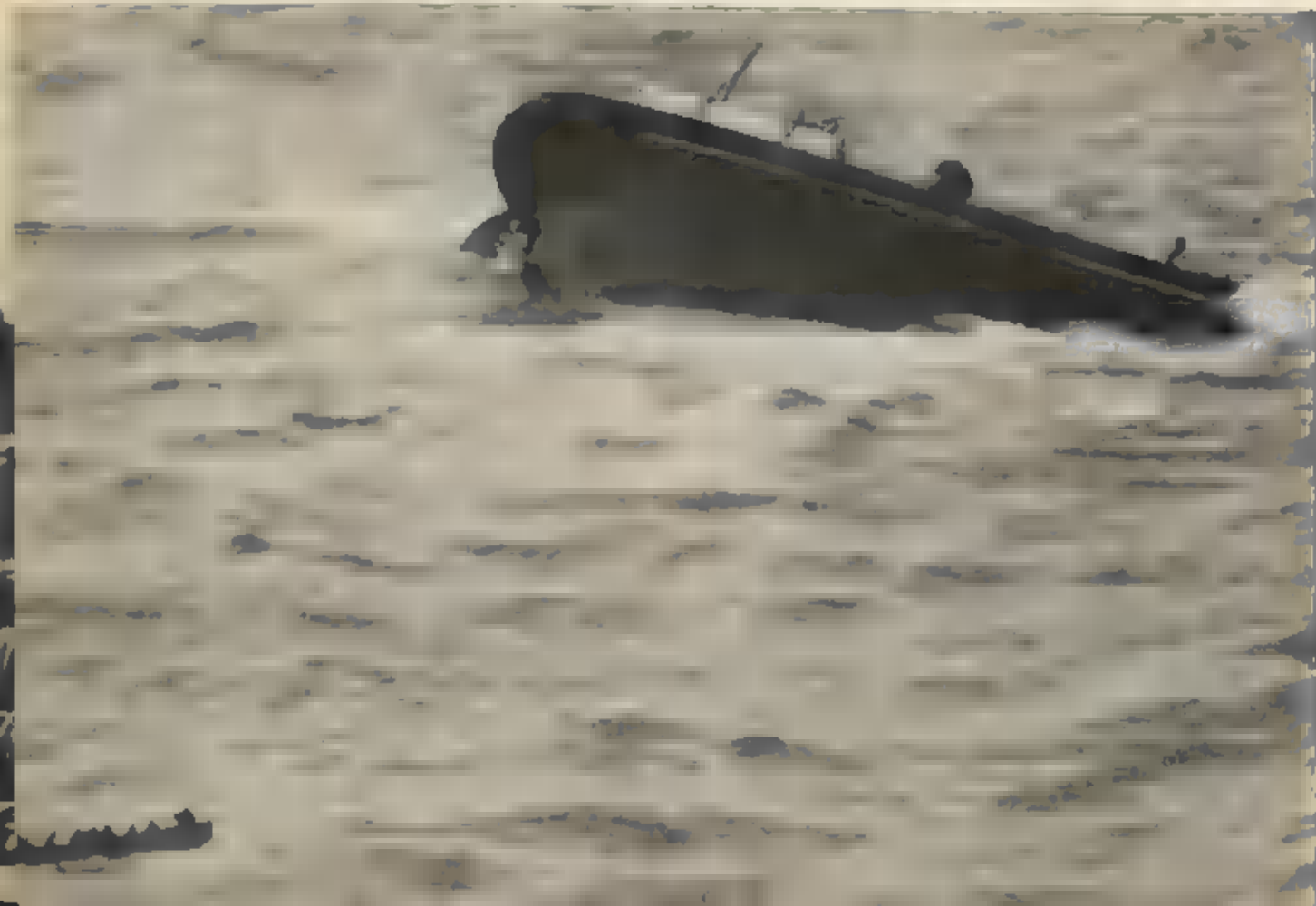
besides ordering new tonnage on Government account, took adequate steps to accelerate the pace of the building programme, and on balance the losses suffered by the merchant navies of the Allied Powers were negligible.

Behind the scenes the Ministry of Shipping the work went on of organizing the Allied effort which was to bear fruit in later months. Complete control of Allied shipping was set up, to make the best use of the available tonnage by thorough co-operation between Great Britain, France and Poland. Steps were taken to charter neutral tonnage to increase the carrying power available to the Allies; and a comprehensive scheme of control for British shipping was worked out. Up to December 4, 1939, requisitioning by the Government was resorted to only for vessels required by the Defence Services as auxiliary cruisers, mine-sweepers, troopships, hospital ships, and so on. On that date a limited amount of requisitioning was carried out for commercial purposes, in particular for the transport of casual cargoes from North America. In the New Year, however, the Government decided to bring the entire Merchant Navy—tramps and tugs alike, and excepting only coasters and short sea traders—under direct control by means of wholesale requisitioning.

#### THE WATCH FROM THE SKIES

The photograph below was taken by one of the crew of an aircraft of the Coastal Command which, having located this neutral vessel mined off the mouth of the Channel, kept vigilance watch while the crew were rescued by naval patrols. A lifeboat is seen pulling away from the wreck.

*British Official Photograph. Coastal Command.*



# THE SEA AFFAIR: NAVAL OPERATIONS DURING THE CLOSING WEEKS OF 1939

*Mr. Chamberlain's Review of Four Months' Sea Warfare—Exploits of British Submarines—Why the "Bremen" was not Torpedoed—Winston Churchill on our "Best Week"—Nazi Revenge on Unarmed Shipping: Ruthless Aerial Attacks on Fishing Craft—Gallantry of British Scourer—Scuttling of the "Columbus"*

At the beginning of 1940, when the war as far as Britain was concerned could only be said to have been in full operation as yet, the Prime Minister briefly reviewed the situation. He was speaking at the Mansion House on January 9, 1940, and referred to the position after four months of war as "not unsatisfactory." He recalled that the oceans of the world had been swept clear of German ships, and that the German fleet (which at the beginning of the war was less than one quarter of the British) had lost by sinking, by capture and by scuttling 228,000 tons. The rest was either bottled up in foreign ports or confined to the Baltic.

The attacks on our fleets, on the other hand, whether by U-boat, mine or raider, had produced only minor results. Subtracting

One Per Cent Loss from British losses by enemy action or ordinary marine casualties the gains by captures by new ships or by transfers from foreign flags, the total British loss to date was 122,000 tons—less than 1 per cent of shipping under the British flag.

Meanwhile, the Prime Minister added, the incontestable pressure of sea power acting on the enemy was producing ever-increasing difficulties for her whole economy and for her ability to carry on the war. If results were not yet strikingly visible, it was certain that every effort was being made to outwit them and that they were very present in the minds of the German leaders.

Before proceeding to an account of the happenings at sea during the last three weeks of December, 1939, and the early days of the New Year, one or two further figures may be given of the results of the first four months.

British naval losses, it will be recalled, included the battleship "Royal Oak" and the aircraft carrier "Courageous," the destroyers "Duchess," "Cipriani" and "Blanche," the submarine "Oxley," the armed merchant cruiser "Bawelundi," nine Admiralty trawlers and one drifter.

The German naval losses were the pocket battleship "Admiral Graf Spee" (the full story is told in Chapter 43), the

cruiser "Leipzig" and another of the "Köln" class, not fewer than forty ~~destroyers~~ and some miscellaneous vessels, minesweepers, patrol ships and trawlers.

A naval correspondent of the "Daily Telegraph" thus worked up the percentages. The "Royal Oak" represented a loss of 1.66 per cent of British capital ship strength, while the "Graf



## HER HUSBAND'S MEDAL

At the 1939 inventory held at Buckingham Palace after the outbreak of war, Mrs. Jolly (above) received the Empire Gallantry Medal awarded posthumously to her husband, Commander R. F. Jolly, of H.M.S. "Muhawk" (see page 223).

SEE PAGE 223

"Spee" deprived Germany of 20 per cent. The "Courageous" represented about 11 per cent of British aircraft-carrier strength but Germany possessed no completed ships in this category. The three British destroyers amounted to 1.3 per cent of the total number in service, while the "Oxley" was equal to a little under 3 per cent of the submarine total. German cruiser losses amounted to 25 per cent of the number in service; and, assuming that every German submarine under construction at the outbreak of war

had been completed, the enemy's submarine losses were approximately 10 per cent.

Meanwhile, the effectiveness of the convoy system had been proved beyond doubt. Early in January 1940, an official communiqué recorded that 5,511 ships (British, Allied and neutral) had been convoyed since September 7, and that the total lost by enemy action ~~amounted~~ to less than twelve. This represented 0.2 per cent as compared with 1.67 per cent for 500 total losses in convoy in the war of 1914-18—a very encouraging comparison.

It must be remembered also that some of these ships were sunk by mine and not by submarines. Indeed, the chief feature of the war at sea during this period was the slackening of submarine activity on the part of the enemy. The grave U-boat losses suffered by the Germans had evidently led them to explore new avenues of destruction, ~~among~~ among them being the bombing and machine-gunning of merchant vessels and unarmed fishing craft. The danger of the magnetic mine had been to some extent countered by the intensive work of the minesweeping flotillas, by the employment of balloon barrages, and by the "scurry patrols" of the R.A.F., which sought to ~~prevent~~ prevent German mining activities by preventing squadrons from setting out ~~in~~ such expeditions.

The closing weeks of the year were also memorable for some fine offensive work on the part of the British submarine service, which, observing international law and refraining from making the man-of-war "Bremen," earned great credit by its attacks on German ships of war. The exploits of the submarines "Salmon" and "Ureala" were extremely heartening, resulting as they did in the sinking of a German cruiser and submarine and the torpedoing of two other cruisers.

The escape of the 61,731-ton "Bremen," the biggest ship sailing under the Nazi flag, was hailed with great enthusiasm in Germany. She had last been heard of sheltering in the Russian

British  
Submarine  
Action



### NAZI VESSEL THAT RAN THE GAUNTLET

The crack Nazi German Lloyd liner "Bremen" left New York on August 30, 1939, and after a nerve-racking voyage reached Murmansk safely on September 5. Left, the crew are seen repainting the "Bremen" a dull gray, during the trip. Right, some of the crew on arrival in Berlin. In the center is Captain Albrecht, the skipper. (See also illus. page 194.)

Photos, (Left World); (Right) Kyrone

Arctic port of Murmansk, and also contained a German harbor (probably Bronkhusen) on December 12.

When the news of her escape was first announced (on December 13), some surprise was expressed that she had not been torpedoed or captured by the British submarine. But the reasons for this were clear. Her escape was not due, as the Germans claimed, to special measures taken to ensure the ship's arrival, or to the employment of aeroplanes which compelled the British submarine to submerge.

In the first place, the liner had a speed of 30 knots whereas that of the ordinary submarine seldom exceeds 15 knots on the surface. The latter's armament (usually of one gun) would scarcely have been sufficient to have attacked the far speedier ship. Supposing that the "Bremen" had submitted to capture, the British captain could not have provided a prize crew large enough to bring her into a British port. In fact—short of having this great prize go scotchless—there was only one course open to the British

commander, and that was to torpedo the "Bremen" without warning.

This is with little doubt what the Germans themselves would have done had they had the "Queen Mary" or

the "Normandie" at their mercy. But such a course was impossible to an officer of the British Navy, and, moreover, the Allies were fighting to maintain standards of humanity and decency which, quite apart from the prescriptions of international law, forbade the sinking of an unarmed vessel in such circumstances. International agreements previously signed by Germany, but cynically

repudiated by her, laid down that no unarmed merchant vessel should be sunk without adequate provision being made for the safety of the crew, a provision which the British submarine obviously could not make.

The submarine in question was H.M.S. "Salmon" (Lieut. Commander E. O. B. Rickford). Details of the encounter were made public by the Admiralty on December 18. She was on her ordinary patrol duty in the North Sea. Events, said the Admiralty commander, moved rapidly from the beginning. The submarine had not long been in her patrol area before she sighted a big type of U-boat. The latter was steaming fast on the surface "with all the self-assurance of a newly-painted vessel outward bound in search of Iron Crosses." The British submarine, manoeuvring to the attack, fired her



### HELIGOLAND BIGHT

The map above shows the Heligoland Bight, the area over which R.A.F. aircraft maintained constant security patrols, and the scene of the exploits of the submarines "Salmon" and "Urnula" related in this chapter. To the north, near the Danish frontier, can be seen the island of Sylt, a Nazi airplane base.





### SUBMARINE HEROES HONOURED BY THE KING

Two British submarines were prominent in the news during the closing weeks of 1939: the 'Ureola,' which above all things home after a daring raid on German warships in the mouth of the R. Elbe, during which she sank an enemy cruiser; and the 'Salmon' (below), which torpedoed the enemy cruiser 'Lutz,' in Commander G. C. Phillips of the 'Ureola' and right, Commander E. Rickford of the 'Salmon,' both of whom received the D.S.C. from the King's hands at Buckingham Palace. Other members of the submarines' who were decorated are seen at the bottom of the page.

1940. Tipton, Kingston, L.N.A.



Lt. M. Wychemann-Martin, R.N.  
(H.M.S. 'Salmon'), D.S.C.



Lt. Robin Haddock, R.N.  
(H.M.S. 'Salmon'), D.S.C.



Wt.-Eng. Owen Lancaster, R.N.  
(H.M.S. 'Salmon'), D.S.C.



Lt. John Greene, R.N.  
(H.M.S. 'Ureola'), D.S.C.



Lt. Aaron Piper, R.N.  
(H.M.S. 'Ureola'), D.S.C.



torpedoes a few minutes later. A shattering explosion followed. "Through his periscope," the report added "the commander of the British submarine saw a billowing mass. This was followed by a deafening explosion, and the wreckage was thrown up about 200 feet in the air."

The routine patrol of "Salmon" proceeded on its normal course the next few days, till one morning her hydrophones picked up the sound of the

engines of a large ship. An investigation at periscope depth revealed this to be the giant "Bremen." Had Lieut. Commander Buckland decided to fire his torpedoes at her he would not possibly have missed her. Even when German ~~submarine~~ appeared above him he could still see ~~it~~ ~~dived~~, have fired six torpedoes into the liner. But, in the terse words of the Admiralty account, "he did not so decide." He had signalled the "Bremen" to stop instantly, but to this signal the liner had paid no notice. He had ordered his gun to be pointed in fire over her ~~bow~~, ~~but~~ this second warning was never given, and before the gun could be fired, hostile hydrophones forced him to dive. Even now he could have sunk the ship with his torpedoes, but—"he did not so decide."

These deadly machines were reserved for legitimate prey—enemy war vessels.

The "Bremen" steamed on to her wartime sanctuary the "Salmon" for her part continued the routine patrol. A day passed and the submarine, cruising submerged sighted German battleships—the ~~two~~ battle-cruisers "Scharnhorst" and "Gneisenau," and one of the pocket battleships with three cruisers in company. The British commander at first thought that he could do no more than report the ~~fact~~ that the enemy was at sea, giving his strength position ~~and~~ course, for the German ships were steaming so that they would pass a long way from the "Salmon." Of the three ~~enemies~~ ~~one~~ had been identified as the "Leipzig," the other two as the new



#### DEATH OF A NAZI LUXURY LINER

Adding to their policy of ~~terror~~ rather than surrender, the Nazis ~~ordered~~ the 52,000-ton Nazi German ~~luxury~~ liner "Columbus" on December 19, 1940. For the last hours she hastily leaving ~~the~~ burning ship, with below two of the vessel's lifeboats are seen pulling away from the doomed liner. 570 survivors were picked up by the U.S.S. "Tennant."

(Photo: Associated Press)





#### VESSELS THAT SELDOM VENTURED OUT

eight-inch-gun ships "Hipper" and "Blucher."

At the moment of sighting they seemed too distant to be easy prey to the British submarine, but they suddenly altered course and passed within torpedo range. The commander could have fired all six torpedoes at one ship and have made certain of sinking her; instead of this he fired them on slightly different courses, hoping thereby to do more widespread damage.

The "Salmon's" first torpedo hit the "Leipzig." Two more terrific explosions proved that two more torpedoes had hit another cruiser.

Kpts of This was one of the the "Salmon's" "Blucher" class, but which it ~~was~~ could not at the time be decided, for the "Salmon" was now being harried and had to dive deep to avoid destruction. She steered a zigzag course at depth; for two hours she was hunted and depth-charged, but was ~~not~~ seriously damaged.

Indeed, with such impudence she returned that night to the scene of her kill and found it an unpleasant place in which to manoeuvre for four ~~hours~~ miles were thickly coated with fuel oil. After ventilating with some clean air, she dived again and made her ~~way~~ to her home port. No one was more surprised than her commander and her crew when they ~~were~~ greeted by the crews

Faced with ~~the~~ unopposed might of ~~the~~ Allied navy, it was seldom that units of the German ~~fleet~~ left the sanctuary of their ~~base~~. Above, German destroyers are seen on one ~~of~~ the few occasions when they left their base, only to slip back again ~~when~~ they found there was no escape.

of the ships present. Lt.-Commander Rickford is reported to have said: "I hope that every British submarine will have the same luck as ~~we~~ did."

Little more than a week afterwards royal recognition was given to the gallant officers and crew of H.M. Submarine "Salmon." Lt.-Commander Rickford was promoted Commander and awarded the D.S.O.; three of his officers were awarded the Distinguished Service Cross, and eight other members ~~of~~ the crew received the Distinguished Service Medal, with various promotions.

To make this narrative of naval activity complete we must refer here to the magnificent victory of the River Plate on December 12, 1939, when the German pocket battleship "Admiral Graf Spee" was engaged by three British light cruisers ("Achilles," "Ajax" and "Exeter") and, after a fierce battle, was forced to take refuge in Montevideo harbour. She emerged on November 17, but only to scuttle herself in the fairway. Her commander, Captain Langsdorff, took his life a few days after. The full story is given in Chapter 12.

On December 18 the Admiralty stated that H.M. Submarine "Ureola," one of the three smallest submarines in the Service, had sunk a German cruiser of

the "Koln" class at the mouth of the Elbe. The "Ureola" had a displacement of 640 tons, compared with that of 1,000 tons for an ocean-going submarine. She had penetrated the dangerous waters of the Heligoland Bight; she had risked the mine-fields and the ever-vigilant enemy patrol service, and had succeeded in sinking a cruiser, which must have been either the "Koln," the "Königsberg" or the "Karlsruhe," three ships of 6,000 tons completed in 1920. They had a speed of 32 knots, were armed with nine 5.9-in. guns and some smaller guns, had twelve 21-in. torpedo tubes, and carried aircraft.

As was said by a distinguished naval authority at the time ("The Times," December 19, 1939):

"To penetrate right into the Heligoland Bight to the mouth of the Elbe, where German anti-submarine craft presumably loom, to penetrate a destroyer screen and torpedo the ship; to penetrate and finally to sink the pocket-battleship cruiser thanks to the shallow waters of the Bight, are remarkable achievements, not surpassed even by an earlier generation of submarine officers in the Nordland and the case of Marinka in 1918. The standard is well maintained."

As far as British submarines were concerned it was "the best week," said Mr. Winston Churchill. "I can ever

remember in this or the war." Broadcasting on December 19, 1939, the First Lord pointed out what a serious disadvantage British submarines were at in the few targets which were offered to them for attack. As they were not allowed, by the customs of the sea or the conventions to which Great Britain had subscribed, to sink merchant ships without warning or without providing for the safety of their crews or to wage war on neutral vessels or attack humble fishing boats, their work for the most part lay amongst the minefields and in the strongly defended waters of the Heligoland Bight. "The German warships," said the First Lord, "hardly ever venture out of port and then only for furtive dashes."

He referred to the very daring exploit of the "U-30" in sinking a cruiser surrounded by six destroyers. "U-30's" which took place in the Battle of the Atlantic, the same week that almost on the other side of the globe the pocket battleship "Graf Spee" had met her inglorious end. And then with withering contempt he reminded his listeners:

"The Nazi Navy and Air Force are venting their wrath for these many blows by redoubling their efforts to sink fishing smacks and drown the fishermen in the North Sea."

Indeed, the story of the war at sea during the last weeks of 1939—apart from the outstanding naval actions which have been described above—was one of the senseless and obstinate cruelty of an enemy who bombed and machine-gunned defenceless fishing smacks. On one day alone (December 17) aerial bombing attacks were made on fourteen merchant and fishing vessels in the North Sea, and in most cases the men on the decks were machine-gunned. Eleven of these vessels were fishing trawlers and four of them were sunk. The skipper of one, the "Orange Lee," thus described his experiences:

"I never thought that white men would do what these Germans did to us. They gave us no warning before they started to bomb and machine-gun us. They started bombarding us repeatedly and opened the vessel with bullets. The crew were on deck when they made the first attack, and I told my men to take cover immediately. We had no armour plating."

But not all were so fortunate. In the trawler "Pearl" three men were hit (one seriously, with seven bullet wounds). Not content with bombing and sinking the Granston trawler, "Isabella Craig," the Nazis' planes again swooped down as the crew were being rescued by another fishing vessel and machine-gunned them. This was an isolated instance of the kind of treatment these luckless

fishermen might expect. As the crew of the "Eileen Wray" made efforts to lower the lifeboats the attacking aircraft swooped again and again, and the men had to leap for cover no fewer than sixteen times. Happily in this case the bombers were bad marksmen and the ship was not hit; but to avoid the attentions of the machine-gunners the captain said the crew "were jumping up and down of cover like jack-in-the-box."

All signals from the trawlers appealing to the aeroplanes to allow the boats to get away were disregarded, the only reply being more bursts of machine-gun fire and more bombs. In their official announcement of this dastardly day's work the Germans talked proudly of their successful attacks on British coastguard vessels and patrol boats.

Another story of German piracy was given by eight survivors of the Royal Mail liner "Navsota," torpedoed on December 6 in the Bay of Biscay. They described the outrage as "man murder," for the ship was sunk on a fishing scale when there was no hope whatever of launching the lifeboats. All the crew could do was to hurl themselves into the sea, cling to the floating wreckage and hope for rescue. Survival came from a Chilean steamer, which headed possible attack from a submarine still operating in the neighbourhood. One "Navsota" survivor had been torpedoed twice in seven days, but all said that they were prepared and eager for further service. The captain was last seen running up the engine to the masthead.

From such stark stories of cruel and shameful sea warfare by the enemy it is a relief to turn to one or two accounts of compassionate gallantry and resource on the part of British officers and men. It will be recalled that during the Nazi raid on the Firth of Forth on October 16 one of the ships attacked was the "Mohawk," her captain, Lt. Commander Jolly, being one of the many casualties. He was mortally wounded in the stomach, but refused to leave the bridge or allow himself to be attended to: he continued to direct the "Mohawk" for a 25-mile passage home, which lasted 1 hour and 21 minutes. His voice was too weak for his orders to be heard, but these were repeated by his wounded navigating officer. He was repeatedly urged to go down to receive medical attention, but he refused, saying "Leave me—go and look after the others." Having brought his ship into port, Lt. Commander Jolly rang off the main engines and immediately collapsed. He died within five hours.

Another thrilling story of the sea was revealed in the attempt of the captain

of the London tanker "San Alberto" (7,397 tons) to bring half his ship back to port. The tanker was attacked without warning by a German submarine on December 9, 1939. The torpedo explosion cut her in half, and the forepart twisted and sank immediately. Captain Jolly then took to the boats, but later the captain decided that the after part was not likely to sink, so they returned to what was left of the ship. The engines were started and kept going "slow astern." Even so, every time the vessel came head to sea great strips of plating were torn away, and the magnificent attempt to take her home had to be abandoned. All through that night and the next day the captain waited. Seas were so heavy that the attempts of a Belgian tanker, the "Alexandra Andra," to take off the crew failed, and it was not till the following morning that a British destroyer effected the rescue. By this time the remnant of the "San Alberto" was sinking by the stern.

The sea work of the R.A.F. Coastal Command and the Fleet Air Arm continued to have its effort day by day, both in normal patrol work and in directing the rescue of

U-boat victims. There is a story of how six survivors of the Swedish steamer "Listor" were floating on a ready-made raft when they were spotted by a British aeroplane making for a distant and urgent military objective. This aircraft made the necessary signals to shipping, but before help could arrive a heavy gale had sprung up, driving the raft fast to leeward. Another aeroplane was now on the scene, and wirelessly to a destroyer more than 100 miles away the position in which she had found the raft. When the destroyer got to within 2½ miles of the scene, the aircraft intercepted her and by firing flares gave the position of the raft. All six men were rescued.

During the month of December the Germans continued their policy of sinking their merchant ships rather than submitting to surrender. The most important of these sacrifices was the 32,000-ton North German Lloyd liner "Columbus," sunk 300 miles N. of Cape Henry, Virginia, on December 19. Her captain was aware that two British destroyers were waiting for the liner outside the neutral zone.

The Nazis also continued to claim non-existent victories, such, for instance, as the sinking of a battleship of the "Queen Elizabeth" class. This ship was able to reach harbour for repairs with comparatively few casualties.



# AFTER FOUR MONTHS OF WAR: THE POSITION AT THE END OF 1939

*Strange Warfare on the Western Front—Intensified Aerial Activity Over the Sea—Epic Struggle in Finland—Magnificent Counter-thrusts Against the Invaders—Nazi Threats to the Western Neutrals—Fury Against Britain—German Interests in the Baltic—Riddle of the Balkan Peninsula*

**A**s the year which history will ever associate with the opening of the Second Great War drew speedily to its close, the nations involved in the struggle, and the neutral powers shivering uncomfortably on its verge, turned themselves for the time of trial and testing that the new year must inevitably bring.

It was a strange war to which 1939 bade its adieu. Still on the Western Front the armies of the principal combatants frowned at each other from their fortified walls. Occasionally there was the crack of a rifle, the blast of a gun, but along most of the two-hundred-mile front, for the greater part of each week every day and night, there was nothing to break the silence. British and French, separated from the Nazis by a few hundred yards of a No-man's-land in which vast expanses of barbed wire sprawled across the untilled fields, watched and waited for the move that

the other might make—the move which should usher all the rage and unrelenting slugs of war. But as yet there was no move of moment.

On the sea and in the air, however, and on land in Finland, war raged and flamed. Thoughts of approaching Christmas were pushed into the background by the glorious news that came from the South Atlantic, news which told of three British cruisers who, throughout a long summer day, chased and harried one of Germany's vaunted pocket battleships and at dusk drove her into the shelter of a neutral port. The battle of the River Plate, the defeat and ignominious end of the "Admiral Graf Spee," captured the attention of the world, and there was

not a neutral who did not join in the tribute of admiration for the victors' gallantry, their magnificent gunnery and superb seamanship. Only in Germany was there never a whisper of generous appreciation—only flimsy fabrications, discarded almost as soon as they were uttered, snarls of hate and sinister rage. Less than forty-eight hours after the "Graf Spee" had become a burning wreck, a nuisance deliberately planted in the highway of a neutral roadstead, Germany's crack liner "Columbus" was scuttled off the coast of Carolina by her captain's order, to avoid capture by a British warship.

By way of revenge for these disasters, the Nazis developed to a further pitch

## FIRST SESSION OF SUPREME WAR COUNCIL

THE first session of the Supreme War Council held its first meeting in a Sussex town. The photograph shows: 1, General Dill; 2, Lord Chatfield; 3, Lord Halifax; 4, Mr. Neville Chamberlain; 5, Mr. Corbin; 6, Mr. Spence. (Special Press)







of intensity that new experiments in frightfulness which involved the bombing and machine-gunning of defenceless coastal vessels, principally small merchant ships and fishing craft.

From December 10 onwards hardly a day passed but saw a number of these attacks, carried out by the most modern warplanes, on little vessels which, for the most part, possessed not a single gun wherewith to put an even the slightest attempt at resistance. Never was the true spirit of Nazism displayed in such horrid obviousness as this; never, too, did the simple fisherfolk and trawlermen of our waters show so little advantage than when they returned to be haunted by the thunder of attacks from the air, but put out to sea in their little craft with that same dogged courage which has made them known throughout the world.

#### PROBLEMS THAT FACED THE ALLIES

From its earliest stages the future development of the war proved entirely unpredictable, even to astute and military experts. The *Map* above shows the five major problems with which the Allies were faced at the beginning of 1940. To none of them could any positive answer be given.

*From "The New York Times"*

In Finland as the war-end the tide of war was still flowing with the defenders. Contrary to the prognostications of most of the experts, the Finns—despite some numerical inferiority and other disadvantages—withstood the onslaught of the Red Army, and time and again drove back the Soviet legions with heavy loss.

When at the beginning of November the Red Army invaded Finland on eight fronts (as described in Chapter II) they soon added to their territorial gains, more particularly in the north, as the weather vector, and in the central zone where it seemed possible that on a short time the "waistline"

Finland would be severed and her communications cut with the outer world from whom assistance might be expected and was, in fact, promised.

Finland's sympathizers were elated by the results of the stern battles waged during December; for the present, at least, the Finns held the enemy at check, and when there came the news of victories all along the line December 21 was Stalin's birthday, and the day was chosen by the commissars of the Kremlin as one to be marked by a great and glorious victory of the Red Army over the Finns. In the result, however, it was the Finns who achieved the triumph—and a splendid triumph.

it was. South of Lake Ladoga, near Tolvajarvi and Aglajarvi, the battle ended in the complete rout of the invaders, whose leading divisions were wiped out as a military force. Even in the far north, where the Russians could draw on their base at Murmansk, the Finns pushed them back on Porvoo. Almost the Russian casualties in a month's war, against a few far, far inferior in numbers and equipment were supposed to be in the neighborhood of 100,000 men, and the tracks through the forest which was the battlefield were littered with abandoned lorries and unspiculated tanks. Through the Christmas period the Finns continued their magnificent counter-thrust against the Russian invaders, and so successful were they that in some districts the war was carried over the frontier into Russian territory. The Finnish war is, however, the subject of other chapters; here we are concerned with it only as a detail, and a highly interesting and important detail, in our month's-eye picture of the world of war in 1939 slipped from the calendar.

To complete this picture we must include in our survey not only the countries involved in war, declared or undeclared, but all the states situated on the fringe of the struggle. In modern war it is becoming almost true to say that there are no neutrals: certainly all the central states of Europe, from Scandinavia to the Low Countries, from Switzerland to the Balkans, found themselves in an exceedingly uncomfortable and oft-times dangerous situation. Particularly did their position become more precarious and threatened as the mobilization of the armies of the principal belligerents on the Western Front became more certain and seemingly over more permanent. So immensely strong was the rival "walls" of Maginot and Siegfried that it seemed unlikely that either Germany or the Allies would venture on a frontal attack, and it became increasingly tempting to speculate where the battlefield of the war would be found.

At the turn of the year it was widely believed that Germany was contemplating a violation of the neutrality of Holland and Belgium—either or both—with a view to

taking the defenders of the Maginot Line on the rear. The proposal might be found a tempting one by Hitler, for an invasion of the Low Countries would be just such a spectacularly dramatic stroke as he had shown himself to love. The German High Command, however, almost certainly found the scheme fatal to their aims, if only because it involved a

winter campaign. True, if successful, a sudden onslaught on the Low Countries—a "Blitzkrieg" such as had been launched in Poland a few months before—might bring with it gains of the most solid and valuable description, of which aerodromes and submarine bases on the Dutch coast greatly facilitating the war against Britain, would be amongst the fruit. But on the other side might be advanced not only such intangibles as the effect on world opinion, more particularly on American opinion (for the Dutch strain is still most marked in the racial pattern of the U.S.A., and President Roosevelt himself is of Dutch descent); there was the fact that the Dutch army of some 250,000 not counting reserves, might be expected to put up a most spirited and prolonged resistance in a terrain peculiarly ill-suited for the movements of mechanized troops. Some part of eastern Holland would be overrun, no doubt, in the first few hours or in a day or two at most, but then the invaders would be confronted by the Water Line, a vast and formidable system of canals and rivers and low-lying country which by opening the sluices and flood gates could be converted into a strong barrier. In November Holland was definitely

threatened, and it is probable that the invasion was averted or postponed at the eleventh hour as a result of the prudent attitude taken up by the Government of Queen

Wilhelmina—an attitude greatly strengthened by the support and encouragement that was forthcoming in an uncertain measure from Belgium. King Leopold and his ministers let it be known that Belgium would fight not only if her own territory were attacked but if that of her sister state were violated, and about the same time the little country's readiness to face the ordeal of war was stressed most openly. In an interview a few days after Christmas Senator Paul Crookshank, President of the Commission of National Defence of the Belgian Senate and a former Minister of Defence, pointed out that never before in her history had Belgium possessed so large an army, for not only had she mobilized 450,000 trained men provided with the best and most modern of armaments, but she had in reserve several hundred thousand more. For the country's defence, he went on, Belgium could not only rely implicitly on the Dutch, but she had three successive lines, in

**Danger  
Averted**



**FRENCH VETERANS REVIEWED BY POLISH GENERAL**

THE new Polish Government was constituted in France after the conquest of Poland by Germany and Russia. It installed itself at Algiers. Here, General Sikorski, the Polish Premier and Commander of the Polish Army, is saluting French veterans at 1914-25.

Photo, Ritzglobe



#### CHRISTMAS MESSAGE FROM THE DEFEATER

During his visit to the Siegfried Line at ~~the end of~~ 1939, Hitler, 'the eagle who swooped on Czechoslovakia and Poland' to ~~drive~~ his farmers from 'the straits' (to quote the Nazi ~~himself~~, ~~himself~~ this hand-carved wooden eagle.

*Photo, International Graphic Press*

which ~~was~~ and other natural defenses, such as the mountains of the Ardennes, ~~was~~ skillfully combined with the great fortresses of Liege, Namur, and Antwerp. "If we are attacked we shall put up a fierce resistance," he said. "Fought by foot, and ~~the~~ resistance will have more ~~than~~ one ~~weapon~~ in store for the aggressor."

Time and again in those weeks of waiting and suspense Belgium was joined with Holland as the target of the Nazis' threats and abominations, but never for a moment did the little countries lose their sang-froid in what ~~was~~ fittingly styled the "war of nerves." Even Luxembourg, the tiny principality

#### Facing Threats with Calm

of 984 square miles to the south of Belgium, managed to maintain her equanimity, although her position in an angle formed by the Maginot Line and the German Westwall exposed her to all the chances and trials of a sudden invasion.

No doubt in their decision to hold their hand—for the time being at least—the Nazi war lords had regard to the defense, actual and possible, of their intended victims; but it may be suggested that their plans were also affected by the realization that southwest of the Belgian frontier ~~was~~ encamped the British Expeditionary Force, which

at the beginning of this war, ~~as~~ the last, might hope to play a decisive part.

On the one hand, then, by ~~annexing~~ the Low Countries the Nazis would be ~~able~~ to point a pistol at the head of Britain, to ~~use~~ the phrase coined to ~~describe~~ the circumstances of an earlier age, but against this advantage, great as it might appear to be, should be ~~added~~ as an addition to Germany's loss of a million well-armed and well-trained men, fighting on their own soil in defense of their own homes and liberties. Again, though in the event of air war developments in ~~the~~ ~~west~~, London and the ports of Britain would ~~be~~ within easy reach of German bombers based ~~in~~ Walcheren, ~~as~~ the same time an aerial corridor would be opened up to Britain's raiders as they headed their planes for the vital industrial ~~areas~~ of the Reich and the Rhineland. Apprehensive, perhaps, of the dangers inherent in thus exposing their ~~most~~ most important flank whilst endeavoring to turn that of the enemy, the German High Command did not give the order to march to ~~the~~ armies which for weeks and months past had kicked their heels in the western provinces of the Reich.

Yet if Holland or Belgium was not invaded, it was difficult to see where and how the Germans could come to real grips with that country which by now

was widely advertised and generally recognized as the Reich's most dangerous foe—Britain. True, war was proceeding briskly enough at sea, but even to the most fanatical member of Hitler's associates it was hardly have seemed ~~probable~~ or possible that the hit-and-run raids on the British ~~coast~~ and 'Wir fahren gegen England' ~~would~~ on merchant

ships and fishing trawlers could bring the struggle to a speedy and successful conclusion. Britain and France held command of the seas in this war to ~~an~~ even greater degree than in the last, and sooner or later the inexorable hold of the blockade on Germany's imports and exports, and through them, ~~on~~ ~~the~~ economic and social life of ~~all~~ her people, must drag down the Reich of Hitler, just as, a quarter of a century before, it brought destruction to the proud fabric of Imperial Germany.

In this stage of the war Hitler was left with the initiative, and the Allies seemed content to let it rest in his hands. The war of ~~nerve~~ went on, and there were obvious attempts—e.g., by troop concentrations along the frontiers—to look-wink French and British statesmen as to Nazi plans. Also Hitler continued to pour out invective. Not ~~many~~ a day passed without his attacking England and the English. In his New Year message to



#### FRENCH WOMEN FOR FINLAND

Taken at Stockholm, this photograph shows two women volunteer ambulance drivers with one of the motor ambulances sent to ~~assist~~ the ~~Swedish~~ Swedish Automobile of the French Red ~~Cross~~

*Photo, Courtesy of the French Embassy*





#### DESERTED VILLAGES OF FRANCE IN THE WAR ZONE

From the very beginning of the war the French towns and villages situated near the German frontier were evacuated by the civilian inhabitants. Our photographs show: top left, soldiers rounding up cattle and sheep in an abandoned village of Lorraine; above, a barricaded street in an evacuated town; left, French soldiers examining evacuees' identity papers; below, a deserted village in the advanced zone.

*Photos Courtesy of French Embassy, Washington*





# Diary of the War

DECEMBER, 1939

December 1, 1939. Soviet ~~ship~~ up puppet "Finnish People's Government" at Tallinn, in Karelian Isthmus. Finnish ~~warship~~ ~~ships~~ ~~all~~ Russian attacks have been repulsed along southern frontier and nearly all in Isthmus. British steamer "Daisy" and Finnish steamer "Marek" mined. Norwegian vessel "Hval" reported sunk.

December 2. Finnish Cabinet submit appeal to League of Nations. Reported that German friendly transfer has sunk 1 boat off East Coast. British tanker "San Calisto" reported sunk by mine. German liner "Watten" scuttled.

December 3. Finnish resistance to Russian advance continues. R.A.F. bombers attack German warships near Helsingland. One Messerschmitt fighter shot down. R.A.F. patrol plane destroys U-boat in North Sea. Reports to hand of destruction of three other U-boats and capture of fourth in English Channel. Swedish steamer "Hudal" sunk.

December 4. Finnish Government announces decision to fortify Åland Islands. Soviet Government refuses Swedish offer of mediation on grounds that it does not recognize present Finnish Government. British steamer "Doric Star" sunk by German mines.

December 5. Finnish planes carry out surprise bombing attack on Soviet air base at Murmansk. British steamer "Horned" sunk by U-boat. British liner "Narva" torpedoed and sunk.

December 6. Finns retazed to main line of defense in Karelian Isthmus. Heavy activity during night off East Coast of Britain. Naval ~~warships~~ ~~and~~ off Norway. Two German seaplanes attacked over North Sea by Coastal Patrol. R.A.F. makes successful flight over North Germany. H.M. tender "Washington" sunk. German ship "Caulonia" captured. Greek steamer "Pantora" sunk in Thracian gulf. British steamer "Ove Toff" mined in North Sea.

December 7. Heavy fighting in Petsamo district. New enemy aircraft driven off by R.A.F. fighters from North of Fort area. Two below hit. Two enemy machines engaged off North-East Coast and hit. H.M. "Jenny" damaged by U-boat. Later destroyed but rescued. Polish submarines "Wilk" and "Gryl" escape from Baltic and join British Navy. British steamer "Thomas Wallin" sunk. Dutch freighter "Tjandina" and Norwegian tanker "Brita" sunk.

December 8. Coastal Command planes attack U-boat by bombing. Enemy aircraft approach East Coast by night but are driven off. British cargo-boat "Steel" sunk by enemy action.

December 9. Finns repulse new attacks in Karelian Isthmus. Heavy fighting along line Kuopio-Jyväskylä-Suomussalmi-Kuhmo. British steamer "Dunbar" and "Coron" sunk. German steamer "Hermann Winkler" captured.

December 10. Russian attack in Finnish "wheat-line" area marking new progress. R.M. drifters "Ray of Hope"

mined. Four neutral ships reported sunk: Swedish steamer "Vinga," Dutch motor-ship "Lamington," Danish collier "Scania," and Norwegian steamer "Ottala." Russian "Kava" torpedoed.

December 11. Finns claim capture of Suomussalmi. League of Nations urges Soviet Union to cease from hostilities within 24 hours. British steamer "Walsbyrd" mined. Greek steamer "Ipsos" torpedoed. Four British steamships "Ashley," "Newton House," "Humblyton" and "Trevelyan" captured and converted to war.

December 12. Soviet Government refuses League of Nations offer to mediate in Russo-Finnish conflict. Russians gain ground in Central Finland. Naval attacks on Western Front repulsed. British ships "King Robert" and "Harwich Head" sunk. Swedish steamer "Torne" mined.

December 13. H.M. destroyers "Achilles," "Ajax" and "Kestrel" attack German pocket battleship "Admiral Graf Spee" in South Atlantic. "Kestrel" is damaged and falls out. "Graf Spee" takes refuge in Montevideo harbor. Coastal Command planes damage two German aircraft near North Sea. R.A.F. fighters intercept raiders off East Coast of Scotland. U-boat sunk and Nazi seaplane torpedoed by British submarines ("Salmon"). Finns claim capture of Salla and success north of Lake Ladoga.

December 14. Soviet Union expelled from League of Nations. Air battle over Helsingland. Eight Messerschmitts shot down. R.A.F. loses three machines. H.M. transfer "William Hall" mined. New Russian drive in Petsamo region.

December 15. R.A.F. warships bomb enemy seaplane bases at Bergen, Nordfjord and Sylt. Finns withdraw from Suellajärvi in Arctic after destroying nickel mines. H.M. transfer "James Lafford" mined. British tanker "Loverlan" reported mined. Belgian steamer "Rosa" and Norwegian steamer "Pohja" sunk. German ships "Hummelort" and "Adolf Loewenhardt" scuttled.

December 16. Successful Finnish counter-drive in Suomussalmi district and north of Lake Ladoga. One British and four neutral ships reported mined. British steamers "Annie," Norwegian steamer "Ragel" and "H. C. Flood," Swedish vessel "Uro," Greek steamer "Germania," German ship "Famexilla" scuttled.

December 17. "Graf Spee" scuttled in River Plate. Enemy aircraft appear off British coast. R.A.F. carry out further raids over German seaplane bases. Finns stand fast in Karelian Isthmus and "wheat-line" area. First contingent of Canadian forces land in Britain. British motor-ship "Seemilly" and transfer "New Clinton" sunk by bombs and guns from Nazi planes.

December 18. Heavy air battle over Helsingland Light. Twelve Messerschmitts shot down; seven British fighters lost. H.M. minesweeper "Orontea" sinks German cruiser of Köln class. New Soviet attacks in Isthmus and also on Arctic front.

December 19. Further Russian advance in north-east Finland. Helsinki and other coastal towns bombed. German liner "Columbus" scuttled. British steamer "City of Kilm" sunk. Three neutral ships reported sunk. Norwegian steamer "Gillespie," Danish steamer "Jytte" and "Hagos," English large draft of "Great Spout" captured and sunk.

December 20. Heavy Russian attack in Karelian Isthmus repulsed. Parts anonymous from near Helsinki sunk by French (Finl.) Swedish steamer "Mars" and "Adolf Bratt" sunk by mines.

December 21. Helsinki and other open towns bombed. Finns counter-attack at Kuopio and drive Russians back 20 miles. Russians also claimed north of Lake Ladoga and in Isthmus. British ship "Comet" mined.

December 22. Finns compel Russians to retreat in Petsamo and Salla districts and launch counter-attack in Karelian Isthmus. R.A.F. fighters engage enemy aircraft off North of Fort. Four Messerschmitts attack three Hurricane fighters over Western Front; two British and one German machines shot down.

December 23. Russian troops retreat in Karelian Isthmus, in Petsamo region and in Salla sector. Admiralty announces laying of mine barrage north of length of 1000 miles.

December 24. Finnish armor battalions cross Russian frontier near Lake Arda forcing Russians to Tolvajärvi and Angajärvi districts.

December 25. Finnish advance continues. Russian Soviet air raids over Helsinki, Vilnius, Tampere and Turku. British steamer "Hansholm" torpedoed.

December 26. Finns maintain position near Salla. Enemy attacks in Isthmus repulsed. First squadron of Royal Australian Air Force lands in Finland. Three more neutral ships reported sunk: the Swedish "Carl Gustaf," Norwegian "Lappin," and Spanish "Pereira."

December 27. On walls from Finns press enemy back some 50 miles towards front. R.A.F. engage in action of Salla over North Sea with German air and surface craft.

December 28. Finns land-to-land fighting on frozen Suanto river ~~area~~ Mammelahti line. Finns claim to have won out here completely. H.M. transfer "Loch Doon" reported lost. British steamer "Hansa" mined.

December 29. Finnish "Saloja Company" of 250 picked ski troops reported to have damaged Leningrad-Shirvanok railway at their point. British steamer "Moorish" reported sunk. British transfer "Hamorho" mined.

December 30. Finnish northern armistice destroy Russian division of 15,000 men near Lake Kuntin in "wheat-line" area. After week-long battle, Russians launch new attack against Murmansk-Lena-Front warship ships U-boat.

December 31. Eleven Finnish towns seized. Finns launch successful counter-attack in Salla sector. Continuous heavy fighting in Karelian Isthmus.




#### NAZI LINER LEFT TO HER FATE

Abandoned by her crew, some of whom are in a lifeboat alongside, the Nazi luxury liner 'Columbus' is seen above after having been set on fire by her crew in order to avoid capture by the British destroyers seen in the background. To make doubly sure of the destruction of the liner the crew had opened the sea-cocks, sending seawater in their boats.

Another photograph of the wrecked 'Columbus' is given in page 508.

*Photo. Magazine*



NAVY'S FIRST U-BOAT VICTIM—'COURAGEOUS' GOES TO HER GRAVE

Struck amidships by a torpedo from a German submarine while on patrol on September 17, 1939, the aircraft-carrier, H.M.S. 'Courageous' sank within a very short time. Here men are seen scrambling down her side into the water, but through the order to abandon ship was given five minutes after the vessel had been struck, the commander, Captain Mahoe, joined, remained on the bridge to the end and went down with his ship.

Photo, furnished by the Navy's Gallery



#### FINNS EXAMINE USEFUL BOOTY

After the Finnish success at Raatevaara, south-east of Suomussalmi, when the Russian 43th Division was completely routed, an enormous quantity of valuable material fell into Finnish hands. The photograph above, taken by flashlight in the Arctic night, shows Finns examining one of the seven quadruple anti-aircraft machine-guns of German manufacture, which they captured.

*Photo. Press-Tupac*





#### PRISONERS FROM A ROUTED RUSSIAN DIVISION

After the great Finnish victory around Raate, early in January, 1940, when the Russian 16th Division was almost annihilated, vast numbers of prisoners were taken by the Finns. Some of them are seen above in parades, behind the Finnish lines. By this success and the sealing of the Russian 16th Division in December, 1939 the offensive had withdrawn the threat to Finland's 'waistline'.

Photo. Topical

# FINLAND'S SECOND MONTH OF WAR: RUSSIANS CHECKED AND TWO DIVISIONS ROUTED

*Russian Losses in Costly Frontal Attacks—Fierce Fighting in Taipale Sector—Russians Routed on the Suomensalmi Front—Soviet 44th Division Smashed—How Disaster Overtook the Russian 163rd Division—Arrival of Foreign Volunteers to Aid Finland*

**R**EPEATED unsuccessful Russian assaults by land in several sectors of the 1,000-mile Finnish-Russian frontier, and the arrival of foreign aid in the form of volunteers and supplies for the newly-organized Finns, were the outstanding features of the second month of the war in the frozen North. As yet the pattern of Soviet strategy could not be closely discerned, though it appeared that the Russians aimed at causing a dispersal of Finland's forces by multi-point attacks on the eight main fronts.

As in the first month of hostilities, the Finnish Mannerheim Line remained the backbone of Finland's resistance. Notable Finnish successes were scored on two fronts farther north, but it was against the Mannerheim Line that the Russians directed their most intensive efforts, countered by equally obstinate resistance on the part of the Finns. In the early days of January it was estimated that Soviet Red Army men, including the crack "Pechenegin Brigade," were opposing 100,000 Finns on the Karelian Isthmus.

Against by their continuous reverses in December, the Russians made an attempt to take the fortified Finnish positions by a frontal

**The January attack of great intensity.**

**Attacks** on January 2. The story of the previous month repeated itself. The Finns, firing from behind trees, from pill boxes and concealed batteries, played havoc with the enemy. Shoppers pulled on to the frozen forest paths made natural tank barriers, against which the Russian mechanical monsters perished in vain. When, appalled by their losses, the Russians developed night attacks, the Finns also developed counter-measures. They installed batteries of powerful searchlights at convenient points. As the Russians advanced, very often over frozen lakes, the searchlights caught and dazed them, and Finnish soldiers brought their automatic rifles to their hips and mowed them down. So it was that the lakes of the Karelian Isthmus were covered with the frozen bodies of Red Army men.

On the night of January 2 mysterious explosions on the Russian side of the lakes killed the Finns. Patrols were sent out to investigate. They brought

back the heartening news that the Russians were digging themselves in. Trenches were being blasted in the frozen ground scarcely 300 yards from the Finnish positions in the centre of the Isthmus. To many observers it seemed that the Russians were going to wait until spring. The Finns christened the Russian defences the "Molotov Line," and Finnish infantrymen, some of whom had not had a rest since the war began, looked forward to a period of quiet, in which they could reinforce their capacities for a spring offensive.

But this hope was short-lived. It speedily became apparent that the Russians were only reinforcing their centre in order to give them greater freedom of movement on the wings. The eight-fold invasion of Finland was making great demands on the Russian supply organizations. For a week there was unusual quiet on the Isthmus, while the Russians completed their defence works, the only diversion being the bombardment of Viipuri, headquarters of the Finnish Karelian Isthmus Command, by Russian eight-inch naval guns.

Then the storm broke. The Seventh Russian Army Corps launched fierce attacks against Taipale, the most easterly sector of the Mannerheim Line, and less intense attacks at other points. The Russians penetrated into the woods around the mouth of the Taipale River. For days there was fierce hand-to-hand fighting, in which both Russians and Finns lost heavily. But the invaders were thrown back.

A breathing spell for the Finns ensued, which the Russians used to bring up more artillery and

ammunition. On January 22 the Taipale sector was subjected to the fiercest bombardment of the war. Shell crashed into the Finnish forest positions at the rate of three and four a second. Trees were uprooted. Huge craters appeared and it seemed that no one could live in the inferno.

When, however, the Russians, advancing behind tanks, made another attempt to cross the river, the woods again sprang to life. Shells and dynamite blew huge holes in the ice in the path of the invaders. Taipale Finnish Infantry, on **Offensive** seemed in the fringe of the woods along the banks of the Taipale, caught the Russians in a devastating cross-fire. With great courage, however, the Red Army men came over in wave after wave. They again obtained a foothold in the woods on the northern bank of the river. Again there was fierce hand-to-hand fighting, in which the Finns, using hand grenades, distinguished themselves. But by January 24 the attack on Taipale was smashed. The left wing of the Mannerheim Line was intact and the Russians had lost several thousand men and numerous tanks.



**WAR FRONT ON THE KARELIAN ISTHMUS**

This map shows the Karelian Isthmus, where the Russians hurled vast masses of men against the Finnish defences in an effort to reach the important port of Viipuri. The shaded area denotes the Mannerheim Line position as it was up to the end of January, 1940, before the Russians succeeded in breaking through the right flank.



## TWO FACTORS WHICH CHECKED RUSSIAN ADVANCE

On the left two Finnish soldiers use the Finnish Army's new automatic rifle very effective in checking the onslaughts. On the right are some of the Finnish obstacles in front of the Mannerheim Line: great granite boulders embedded in the snow.

Photo: United News

Such continued losses seemed to have enforced a pause on the Red Army Command. The defenders at the Isthmus enjoyed comparative peace for the rest of the month.

It is well to recall here that there are two branches of the Mannerheim Line. One branch, based on the water system of the Vuoksi River, traverses the Karelian Isthmus. The other branch extends from Paipah to Sortavala, thus covering the greater part of the western and northern banks of Lake Ladoga in Finnish territory.

Two avenues were open to the Russians in their attempts to invade southern Finland by land. The first was to penetrate the Mannerheim Line across the Isthmus, attempts which, owing largely to the 20-mile-deep series of Finnish fortifications, had been fruitless. If, however, the Russians could skirt the northern and western banks of Lake Ladoga, they would be able to take the defenders of the Isthmus in the rear, in which case retreat would be their only alternative to annihilation or surrender. The Finns, as related in chapter 41, had not attempted to make a

stand on their frontier with Russia where it meets the north-eastern bank of Lake Ladoga. On this front, the so-called Salmi front, the Finns had retired to prepared positions some 40 miles inside their frontier on the Koirioja River.

Late in the month of January 1940, the Russians pushed forward past Salmi to the township of Kitehi, only 10 miles east of Sortavala, terminus of the Ladoga branch of the Mannerheim Line. The territory here is low-lying and afforested, with the additional advantage for the defenders of many of the islands along the coast are excellent natural strongholds. Especially was this true of the island of Mantsinari, south of Kitehi, which had been fortified by the Finns and had defied repeated efforts at capture.

Russian operations along the northern bank of Lake Ladoga towards Sortavala were continuously hampered by the fire of Finnish guns on Mantsinari Island. Otherwise the Russian preparations for their push to the west were exceedingly thorough. They used their artillery unsparringly to prepare the infantry

advance. In one place near Kitehi it is estimated that 15,000 shells fell in an area of one and a half square miles. The snow was blackened by the explosive shells that the Finns used to disrupt the white smoke which they had been using as camouflage. Many Finnish machine-gun posts were buried.

The possession of Kitehi was vital to the Russians in their effort to turn the Mannerheim Line, and no fewer than two divisions of the Red Army were stated to be employed in this operation. For two days, on January 24 and 25, the battle raged in the shell-torn forests. Meanwhile, the guns of Mantsinari Island continued to bombard the Russian communications, although the gallant crew was in the line of the Russian invaders, and Finnish ski-soldiers worked their way round the northern banks of the Russian divisions. Four tanks, 150 prisoners, and 50 machine-guns fell to the Finns as a result of the fighting, which saw the Russians dead in one day alone.

At the end of two months' fighting the Finnish High Command seemed satisfied with the position in this sector. Although no crushing defeat had been inflicted on the invader as at Suojärvi in December, the Russians were firmly held in inhospitable country with long supply lines to maintain. At no time had the key to the Ladoga branch of the Mannerheim Line been seriously



#### WHERE RUSSIAN DROPPED BOMBS ON CHRISTMAS DAY

Vapuri (Viipuri), the important port on the Gulf of Finland, was intensively bombed by Soviet aircraft during the Russo-Finnish war. In the upper photograph is a view of the city as it was in peacetime; in the foreground is the great flour-mill of the S.O.R. Co-operative Society. Below is a photograph of the bombing of Vapuri on Christmas Day, 1939. The town was handed over to the Russians on the conclusion of peace in March, 1940.

Photos, L.N.A., Associated Press

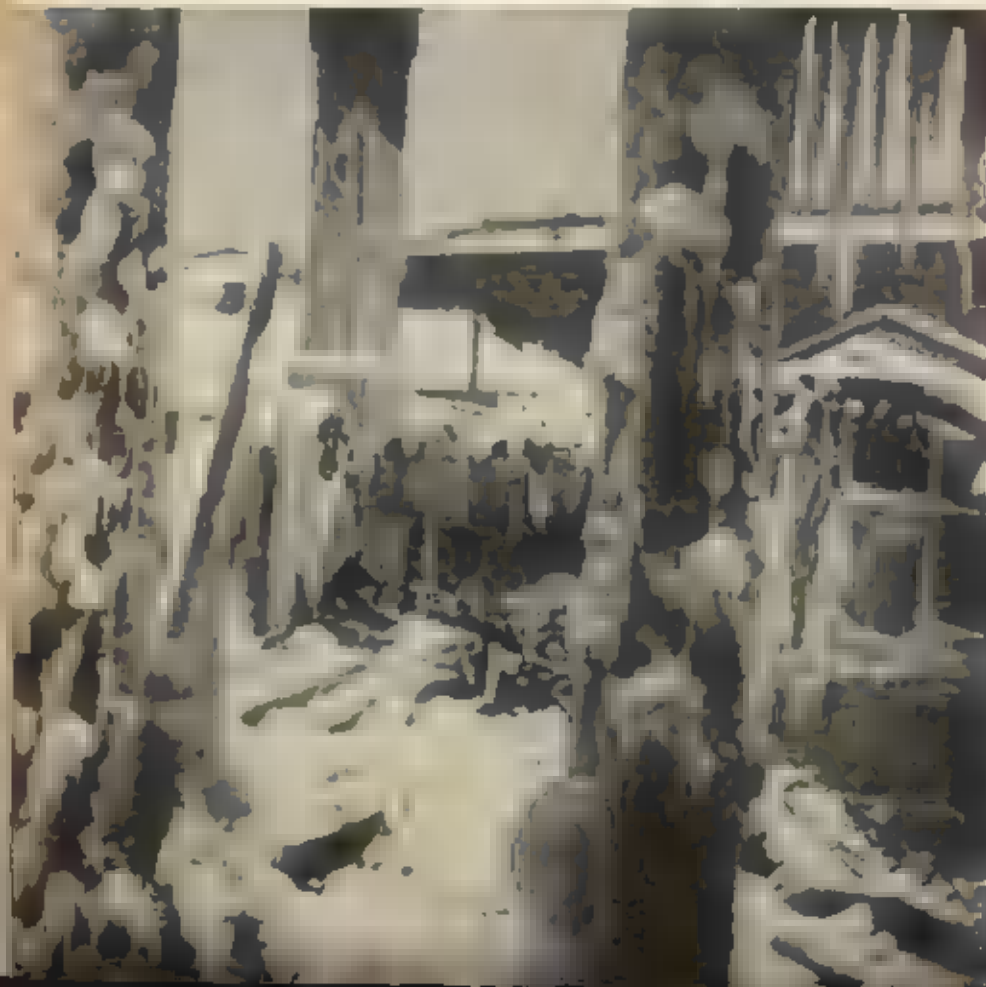




#### THIRD BATTLE FOUGHT IN ARCTIC WEATHER

Above, a Finnish soldier in white snow camouflage uniform, re-examining a Soviet airplane forced down into a forest during the battle at Suomussalmi. Below, the Russian ruins of buildings in the town of Suurijärvi testify to the bitterness of the weather during the battle.

(From Associated Press White House)



threatened in spite of the immense Russian numerical superiority.

From Särkänniemi to Suomussalmi, half-way between Lake Ladoga and the Arctic Ocean, no important military operations occurred in January. The Russians had not yet recovered from their earlier success at Suurijärvi, but there were some indications that the lakes of Toiva and Ajo, so tragic for the fate of the Red Army, would again feature in the history of hostilities. A Russian sortie in the neighborhood of these lakes at the end of January was not taken seriously by the Finns, who rightly assumed that it was a Russian move to avert the pressure on their two divisions at Kitea, some 50 miles to the south-west.

Leaving the Finnish ski patrols watching the Russian invaders in the two next sectors in the north—Liekka and Rautu of Kälviä—we can turn Suomussalmi our attention to the third sector, the Suomussalmi front, where Finnish arms in January provided a welcome tonic for the civilians of Finland, suffering heavily from the Red onslaught.

The Finnish operations took place near Rautu, a village on the Russo-Finnish frontier, directly south of Suomussalmi, and resulted in their greatest victory over the invaders since the war began. The Russian 44th Division of between 15,000 and 18,000 men was annihilated in the battle of Rautu in the first week of January.

Following as it did the great Finnish victory on the same front in December, the Finnish success at Rautu put an end for some weeks at least to Russia's attempts to cut Finland's "waist" at its narrowest point.

Historians may refer to the battle of Lake Kälviä, on which Suomussalmi is situated, in December, and that at Rautu in early January, as two separate victories. In reality, however, both victories were phases of the same action. The victory of Lake Kälviä would have been incomplete without the later victory in the battle of Rautu, for the Russian threat to the "waistline" of Suomussalmi would have still remained, although it would have been less menacing.

In their attempts to cut Finland's waistline—an operation which, had it succeeded, would have separated Finland's northern and southern halves—the Russians made two separate thrusts in the direction of Suomussalmi. Troops of the Russian 47th Army Corps were employed, with China, on the Leningrad-Murmansk railway, as base. Of these troops, the 163rd Soviet Division and a

regiment of the 163rd Division west the road from Thtan to the Finnish frontier and then marched in a northerly direction in an effort to round the shores of Lake Kianta and turn south. They hoped thus to approach Suomussalmi from the north. The Russian 44th Division set out at the same time, but the object of this division was to approach Suomussalmi from the south, linking up with the 163rd Division when Suomussalmi had fallen.

The Finns, with only one division on the Suomussalmi front with which to face two Russian divisions, had at all costs to prevent these divisions uniting. Under Colonel Sillanpaa, therefore, they decided to split their forces. One section held up the Russian 44th Division ~~from the south~~ from the south. The other Finnish ~~troops~~, as mentioned in Chapter II (page 450), fell on the 163rd Division to the north at Lake Kianta after cutting its supply lines, and annihilated it.

Now the whole Finnish force could be combined to settle accounts with the 14th Division.

One of the mysteries of the new disaster which now befell the Russians is, why the commander of the 44th Division did not advance to the relief of the Russian 163rd Division when it was attacked a fortnight earlier. It has been suggested that jealousy existed between the commanders of the Russian divisions, and observers recalled that discord between Russian commanders had led to the great Russian rout by Hindenburg at Tannenberg in the First Great War.

A more probable explanation is that the 44th Division, harassed by the exceedingly mobile and elusive Finns, either over-estimated the losses it suffered or it was then unaware of the fate befalling its fellow

Russians. Move fighters a few miles to

Too late the north. But that as it may, the commander of the Russian 14th Division set his troops in motion from Kianta in the direction of Suomussalmi when it was too late to avert disaster to the 163rd Division.

The Finnish tactics were superb. Lake Kianta becomes very narrow at the point where the village of Suomussalmi (Suomen Suutal) is situated, and then widens again to the south. A bridge connects the straits. After the destruction of the 163rd Russian Division the Finns permitted some men of the 44th Division to cross this bridge. Then, when the 44th Division had split its forces, one-half to the west of the straits and the other half waiting to cross, Finnish patrols slipped silently up on the night to the bridge and blew it up.



#### MEN AND MATERIAL CAPTURED BY FINNS

Finns and patrols played a great part in the victory at Suomussalmi, and there scores of them are seen returning to the lines with Russian prisoners. Below are tractors which formed part of the booty captured by the Finns. A dead Russian is seen lying amid scattered equipment.

Photos, Associated Press; Planet News









### CURIOUS EQUIPMENT OF THE RED ARMY

The equipment captured from the Russians during the Futaulk war proved to be a curious mixture of modern and obsolete. In transport vehicles especially there were amazing contrasts between old and new. Our photographs show: top left, the pulkka, a strange, sledge-like vehicle of the Lapps, used by Soviet troops to draw supplies over the snow; top right, old-fashioned machine-guns among weapons abandoned by Soviet troops; below right, gaping boots of a Russian prisoner, ill-equipped for



fighting in the snow; left, an almost incredible vehicle in the shape of a Russian stagecoach, fitted with an impractical aerial and used, apparently, as a wireless transmitter.

Photos, Philip Scott, Central Press





### FORESTS THAT FAVOURED THE FINNS

Here is part of the battlefield at Raatevaara, with disabled Russian tanks in the background. The dense woods which abound in this district enabled swiftness of Finnish patrols to ambush many Russian detachments.

(Photo, Finland.)

simply but clearly explained by one of the prisoners taken. "Our main trouble," he said, "was that we could not see the Finns, who kept shifting their positions which we had no time to change ours. Our column was jammed tight on the road with little or no rear-guard mobility. Perhaps we could have done better if we had known how to fight in this country."

Heinrich, suffering from treatment air raids, was overjoyed at the news of this third big Finnish success in five weeks of warfare. Bells were rung, flags were flown and complete strangers embraced in the streets in their excitement. The Finnish High Command, however, while not minimizing the importance of their victory, especially as it might affect their chances of resistance on the Salla front north of Suomussalmi, was careful not to overrate it. The Russians had inexhaustible supplies of men, and while the attempt to cut Finland in two at Suomussalmi had failed temporarily, they envisaged a renewed attempt in the spring.

Russian leadership at the battles of Lake Kuntia, Raate and Suojarvi had proved itself lacking in skill, but that at Salla, barely half way between Suomussalmi and the Arctic Ocean, showed tactics of a higher order. Here the Soviet offensive was directed at Kemijarvi, the railroad at the head of the Gulf of Bothnia. It would have served the same purpose, if successful,



### WHEN DAVID HELD GOLIATH AT BAY

Above is a Russian grave on the Petsamo front, marked by a Soviet war, made of cones nailed on a wooden box. Below is a Russian tank captured by Finns, its caterpillar track wrrenched off. Many Soviet tanks were disabled by Finns on this, who, rushing past at great speed, would armor and hurl a grenade into the wheels and thus rip off the track.

(Photos, United Press, Photo-Times.)



as that at Suomussalmi, being designed to cut Finland in two across her waist."

At the end of the first month of hostilities, it will be recalled, the Russians claimed the capture of Salla, while the Finns admitted that on this front they were up against an enemy who seemed to know the tactics of forest fighting as well as they did themselves. The Finns alleged that the Russians were employing Finnish Communist troops at Salla. Nevertheless, Finn patrols were active behind the Russian lines, and it was hoped, by cutting off the Russian supplies, to put these invaders into the same plight as had befallen the Russians farther south at Lake Kuntia and Raate.

In the first week of January, 200 Russians were killed in bitter hand-to-hand fighting on the Salla front. Undeterred by ambushes and the sniping of white-clad Finn ski patrols, the Russians pushed on, and the alarming news came a few days afterwards that they had reached positions only twelve miles from Kemijarvi, the railroad at the top of the Gulf of Bothnia. By this time, however, the defeat of the Russian 44th Division at Raate, in the south, had freed Finnish troops in that area. These were hurriedly transferred to Kemijarvi, to meet the new menace.

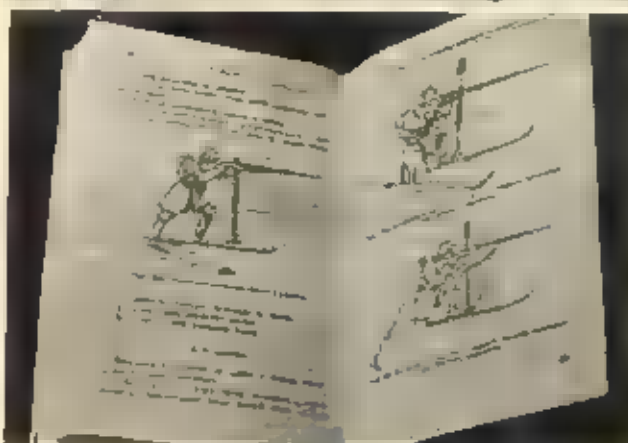
A desperate struggle ensued for three days, with frequent Russian attacks and Finnish counterattacks. At the same time, large forces of Finnish patrols worked round the flanks of the Russian columns. Had the Russians persisted in advancing, there is no doubt that they would have courted disaster. But the Russian general in command of the two army corps ordered a swift retreat.

The Finns, using the excellent installed rail from Kemijarvi to the east, attacked the retreating troops valiantly. Cold was as great an enemy of the Russians as the Finns. Lapland did not escape the cold snap which swept over Europe in the third week of January, and west Salla the temperatures fell to 67 degrees below zero.

Swedish pilots helped the Finns for the first time in this sector, by bombing the Russian columns.

Nevertheless, the withdrawal of the Russians with a haste that amounted almost to panic was a great disappointment to the Finns. With a little delay on the part of the invaders, the Finns thought they would have annihilated the column and captured its supplies.

As events proved, apart from removing the threat to Kemijarvi, the Finn success was not barren. Hundreds of Russian soldiers were frozen to death. At one point 66 bodies of Red Army men lay sprawling, half-kneeling or propped against tree stumps in grotesque positions—all of them killed by Finn machine-gun bullets, fired from the opposite shore of a lake half a mile away. The sides of the road were dotted with boards, painted red, marking the last resting places of Soviet soldiers. One grave, more elaborate than the others, was inscribed to the memory of "Communist soldiers" in their heroic fight against the White Finns and had the Red Star marked by nail heads driven in the box. Polish coins were



#### SKIS OF DEFEATED

These Finnish soldiers are examining skis captured from Russians defeated on the Suomussalmi front. The soldiers of the Soviet, on this sector at [redacted] proved to be so [redacted] the Finns in this method of locomotion.

Photo, Photo News, Inc.

found on some of the corpses, indicating that Russian troops from Poland had been employed.

#### INSTRUCTION THAT CAME TOO LATE

In the photograph [redacted] officers, sitting beneath a captured portrait-banner of Stalin, are reading with amusement manuals on the art of skiving found in transport wagons captured from the Russians. One of these books is shown above. Thousands of copies of this manual had never been [redacted], so that the unfortunate Russian troops had been unable to profit by them.



The Finnish advance from Kemijarvi freed territory which had been [redacted] by the Russians almost since the beginning of the war. The Russians had evidently intended as [redacted] to maintain their advance. The whole thirty-mile stretch of territory from which they retreated was honey-combed with dug-outs and shelters, and many trees had been felled to provide material for shelters and horse-boxes. The fact that the back had been gnawed from trees by the Russian horses was taken to indicate a shortage of fodder, possibly a contributory cause of the swift retreat.

The Russians finally [redacted] to a halt on January 26 and dug themselves in, still on Finnish territory. The effort to outflank and dislodge these troops was made all the harder owing to the good roads and new railway constructed by the Russians from Kandalaksha, on the Murmansk-Leningrad railway, to the Finnish frontier. Not is there any doubt that the Red troops on the Salla front were picked men, skilled in forest fighting and led by a capable general.

Indeed, taking Russian tactics as a

whole, it seemed that the lessons of their earlier disasters were making an impression. A tendency to drop the use of mixed formations was noticeable from the Arctic Ocean down to the Karelian Isthmus. In many places the Russians reinforced their raw troops with shock troops drawn from the Ogan brigades. Thus stiffened, the Russians, especially on the Karelian Isthmus, showed greater inclination to support their tanks.

Russian tanks did not, however, live up to the expectations suggested by Soviet propaganda abroad. The models used were chiefly out of date, the Rus-



#### SWEDISH ENCOURAGEMENT FOR THE FINNS

Within the bounds of her neutrality Sweden ~~has~~ ~~been~~ ~~aid~~ ~~to~~ ~~Finland~~. Dog-  
trains, such as were with the Swedish Army, were ~~sent~~ ~~to~~ ~~Finns~~ for transport of supplies,  
and the ~~photo~~ ~~graph~~ ~~show~~ ~~a~~ ~~bridge~~ ~~driver~~ ~~harvesting~~ ~~one~~ ~~of~~ ~~his~~ ~~in~~ ~~the~~ ~~North~~ ~~of~~ ~~Finland~~.  
~~Swedish~~ ~~volunteer~~ ~~armies~~ ~~in~~ ~~Finland~~ are seen manning an anti-aircraft gun.

~~Swedish~~ ~~volunteer~~ ~~armies~~ ~~in~~ ~~Finland~~ are seen manning an anti-aircraft gun.

~~Swedish~~ ~~volunteer~~ ~~armies~~ ~~in~~ ~~Finland~~ are seen manning an anti-aircraft gun.  
such as ~~manufactured~~ ~~Chrysler~~, ~~Vickers~~,  
Bentley and Ford models under license.  
Especially disappointing were the giant  
33-ton tanks, several of which were  
captured by the Finns. This tank carried  
a three-inch gun and two 14-inch guns  
in addition to machine-guns.

Russian casualties on the battlefronts  
after two months of warfare were  
estimated at ~~10,000~~ against Finnish  
casualties of 10,000, of whom 2,000  
were ~~killed~~ and 2,000 severely wounded.

Finnish patrol activities behind the  
Russian lines had their Red Army  
counterpart in the dropping of para-  
chutists at various points. These  
parachutists landed by night in remote  
parts of Finland, and as one time  
caused ~~the~~ Finnish High Command  
serious concern. In no case, however,  
did it seem that such patrols could  
radically affect the course of hostilities,  
and the Finnish High Command, by  
the institution of a control system which  
noted the passage of aircraft and the  
placing of armed guards at vital railway  
bridges and junctions and key municipal  
plants, ~~had~~ the situation well in hand.

The arrival of Swedish and Italian  
volunteers in Finland during February  
gave immense encouragement to the  
Finns, although their numbers would  
soon to have been less than optimistic  
forecasts. Swedish volunteers were  
mentioned as having been in action in  
the middle of February. Three Swedish  
volunteer airmen were killed a few days  
later, one being the son of Torsten  
Jung, the match magnate. Swedish  
pilots were certainly of great value to  
the Finns, and they brought down six  
Russian planes within a ~~few~~ days of  
going into action.



Our Swedish pilot returned to safety after his plane had collided over the Russian lines. He landed in the damaged plane in a forest, and trekked for three days along a path on skis until he reached the Finnish lines, his only "companion" being the stump of a Finnish cigarette which he found on the trail.

Italian pilots also earned high praise from the Finns, and twenty of them took part in the air raid on Kronstadt, the Russian naval base, mentioned in a later chapter of this narrative.

The war in the air followed the pattern which Hitler's Polish campaign had made familiar, except that the

### Soviet Bombing Raids

number of civilian casualties was relatively small (an estimate in the light of later knowledge put the total number killed at 700; see Chapter 143). Like the Germans, Russian pilots had acquired some experience in the Spanish civil war, but the aerial weapon was still largely an untried one and results were apt to be fortuitous. Under threat from opposing aircraft or from ground defenses a pilot might aim badly or ought in the last extreme just dump his bombs. Inevitably the civil population came off badly and buildings that ought to have been immune were damaged or destroyed at times. A favorite trick of the Russians was the "sloam" approach," whereby, with engines cut out, they glided to release their deadly missiles.

Throughout January hardly a day passed without mass attacks from the air. Ahto, the Finnish west coast port, and the towns of Ekeness and Hangö in South Finland were perhaps the worst sufferers. Ahto was bombed by thirty Russian planes on January 2. One wing of the historic castle was destroyed, many houses burned, and a steamer sunk in the harbor. But the human casualties were only three killed and several wounded, among the latter being a Nazi member of the German Legation in Helsinki who was visiting the town. Raids continued almost daily until Ahto's worst experience on January 16, when a direct hit on an air-raid shelter killed fifty people.

Describing Ahto, Ekeness and Hangö, a correspondent wrote: "These three towns, once flourishing centres of Finnish culture, are now filled with blackened and twisted ruins from which a gray pall of smoke rose into the leaden sky. More than 500 Russian planes have taken part in the raids, first dropping incendiary bombs, then high-explosive bombs."

This correspondent recalled the bitter

words of a citizen of Ahto: "We are sick to death of sympathy—we have had enough and to spare. What we need is fighting planes." Another citizen remarked bitterly: "Why worry? If this goes on we shall all be dead in another fortnight."

By January 22, 400 houses had been destroyed in Ahto and an equal number at Hangö. The scenes were appalling and the misery of the inhabitants,

### Finnish Leaflet Dropped over Russian Lines

The Red chiefs and the Political Commissars are throwing you into the arms of an icy death.

We give you this advice—Hide to keep you secure yourself. Destroy the Red chiefs and the Political Commissars and let yourself be taken prisoner. That is what thousands of your friends have done, and have thus escaped death.

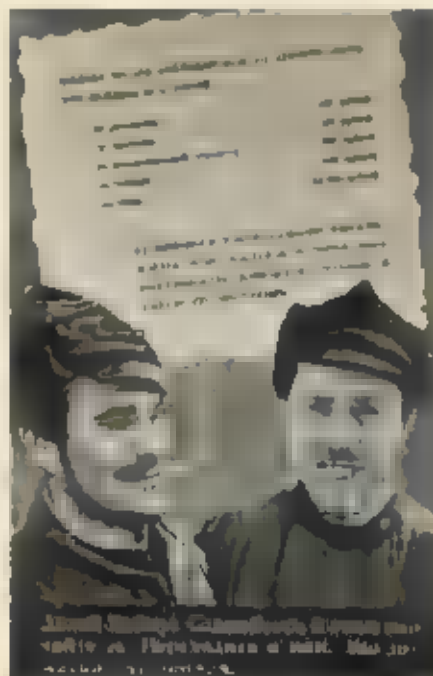
### Ask

The Finns pay generously for the arms you bring them.

For a revolver	100 roubles
" " rifle	150 "
" " automatic rifle	400 "
" " machine-gun	1,500 "
" " tank	10,000 "

For an aeroplane in good condition we pay 10,000 dollars, and, moreover, we will pay the passage of the pilot who brings it to us to his country or wishes.

Down with war! Surrender and end short this war. Come in our camp and we will treat you as friends.



### GOOD FINNISH PROPAGANDA

This is a reproduction of one of the leaflets dropped by the Finns over the Russian lines. The translation is given in the column above.

tendered homeless in one of the bitterest Arctic winters within living memory, was intense.

A particularly distressing incident of the air war was the bombing of a Finnish field hospital, which received a direct hit from a high-explosive bomb. Of 30 patients in the hospital, 23 were killed. Four women nurses and two male nurses also lost their lives.

"I arrived at the spot after a wild drive through the woods," wrote a correspondent. "The hospital was ablaze from top to bottom. The blackened and twisted corpses were being carried out of the building. The Russian fire returned again and again and fired machine-gun bullets at those who were trying to rescue the wounded from the burning building. I saw one of the men on the operating table with a terrible wound in the face. He had just been operated on when the bomb hit. Some of the patients saved themselves on crutches. Others, bleeding from new wounds, crawled out on hands and knees."

Another similar case was the bombing of a large steamer used for hospital purposes in Ahto harbor. It bore the customary Red Cross markings.

The most intense Russian air attack began on January 11, heralding five days of raids on places as far apart as Viipuri in the east and Helsinki in the south-west. Between 300 and 400 Russian planes took part in these raids. Viipuri alone was bombed by 22 planes. In one week 2,000 bombs on 42 localities far from the battle-fronts were dropped. Most of the bombs aimed at Helsinki fell into the sea.

Yet, in spite of these attacks, the loss of life among Finnish civilians was surprisingly small. In one week's intensive bombing only 48 civilians were killed and 93 wounded. By the middle of January it was estimated that the Russians had dropped 4,000 bombs on the civilian population and killed 250 people.

Not did the Russian bombers have it all their own way. The arrival of foreign planes enabled the Finns to strengthen their defenses. A great many Russian bombers were brought down; some figures put the number, after six weeks of hostilities, at 270. Early in January the Finns were stated to be using fast new bombers, attacking the port of Leningrad, near Pelsa, which was captured by the Russians in the early stages of the war.

On January 4 the Finn planes again took the offensive, and dropped 3,000,000 pamphlets on Leningrad. These pamphlets gave the news of





#### ROOFTOP VIGIL IN HELSINKI

Despite the relentless persistence of the Russian air campaign against Finnish objectives, civilian casualties were relatively small. Highly efficient A.R.P. under the direction of the Inspector-General of the Ministry of Defence, Gen. Eino Heikkinen, and well-organized evacuation were the main reasons. Women played a vital part in this work, and above a V.S.S. Air Raid Warden in aeroplane-spotting from a tall building in Helsinki.

*(Photo: Photos: Lenses)*



Finnish victories and promised good treatment to prisoners. The aid presumably had some propaganda effect, but could do little to help the Finns. It was clear that when the full strength of the Soviet Forces was brought into play Finland must be overwhelmed, short of very considerable assistance from abroad.

Finnish pilots showed themselves excellent fighters, one pilot shooting down six Russian bombers soon after they had been sighted from the ground. Of 21 Soviet warplanes which bombed Finnish towns on January 23, only three returned. But the Russians seemed to have inexhaustible supplies of bombers and pilots. Finnish fire-lighters became so weary after weeks of bombing

attacks that they were physically incapable of checking the raiders.

More and more fighting planes from abroad seemed to be the crying need of the Finns; otherwise, as one authority expressed it, with the shortening of the Arctic nights and approach of spring, the Finns fighting on the front lines might have nothing to demand. Statements by authoritative British spokesmen implied that substantial British help was under way for Finland. In the middle of February, when the question of volunteers for Finland was raised in the British House of Commons, it was stated that a general licence had been granted to British subjects to enlist in the Finnish forces.

# THE NEW NAZI RELIGION: A FANTASTIC APOTHEOSIS OF PAGANISM

*Initiation of the Fuehrer into "Nordic" Traditions—Rosenberg's Gospel of Nazi Salvation, in which Christian Doctrine was Replaced by Nordic Myths—Streicher, Protagonist of "Soul-Cleansing"—Persecution of Niemöller and other Christian stalwarts—A Dread Portent*

**A**fter the persecution of the Christian Churches in Germany has aroused widespread condemnation in Britain and other countries, it scarcely appears to be realized in some quarters that this oppressive action was part of a definite movement which had for its object the restoration of the ancient pagan faith of Germany to the status and functions of a national religion, reconstituted as to ~~be~~ as with modern Nazi views. The policy, though at first expressed only tentatively and with extraordinary caution and subtlety of purpose had, during the past few years, been pursued with an increasing real and characteristic ruthlessness by those leaders who had more particularly identified themselves with the less material side of Nazi doctrine.

The sources from which this fantastic endeavour has had its rise are by no means obscure. Its most prominent

**Apostle of  
Paganism**

apostle was Herr Alfred Rosenberg, a journalist and propagandist of Baltic Russian extrac-

tion, who was obsessed by the prevailing doctrine of "Nordic" racial superiority. In numerous books and pamphlets he expressed the intention of the Nazi caucus to restore the ancient Teutonic traditions of life and belief in all their harsh and primitive ruggedness as being essential to the welfare of the German race, whom he conceived as enfeebled and discouraged by Christian thought and practice.

When the Nazi political creed was as yet in its first stages of incubation Rosenberg, an émigré from Bolshevik Russia, made his way to Munich, where he formed a close friendship with Herr Hitler. It was indeed by the Baltic Germanophile that the Fuehrer was more expressly initiated into the advanced principles of "Nordic" tradition. That Hitler was ripe for their reception was due chiefly to his profound personal admiration for the writings of Houston Stewart Chamberlain and Paul de Lagarde, and the works of Richard Wagner, which in the form of music-dramas cast a glaucous radiance over the crude hero-tales and legends of Teutonic antiquity. The intimacy grew apace, and when at last Nazism became

a force to be reckoned with, Hitler appointed Rosenberg Director of the Foreign Press, Director of Philosophical Outlook for the Reich, and editor-in-chief of that chain of official newspapers, the most prominent among which is the "Völkische Beobachter."

With the power and the prestige of a triumphant party behind him, Rosenberg almost at once began the dissemination of his gospel of Nazi salvation. This was first published in a bulky and grandiloquent volume, "The Myth of the Twentieth Century," which, because of the anti-Christian ideals it upheld, earned for its author in German religious circles the unenviable title of "the German anti-Christ." In the section of this amazing work which deals more particularly with religion, Herr Rosenberg revealed a grudging admiration for what he called the more "authentic" qualities of the Christian faith—that is, those aspects of it which have no connexion with purely "Semitic" ideals. The Founder of Chris-

tianity, he believed, was of Aryan, not Jewish, descent and inculcated a "muscular" code of ethics and behaviour agreeable to German and Nordic ways of thought. On the other hand, the "feminine" or traditional element in Christianity he conceived as a later interpolation of Jewish origin, inimical to and destructive of Nordic virility. Particularly were its doctrines of humility, gentleness and universal love to be discarded by all good Germans as Jewish and effeminate.

Rosenberg's doctrines were, indeed, a complete reevaluation and denial of those **Christianity** moral and spiritual **Contradicted** truths cherished and accepted by Christians of all denominations. Civilization he regarded as entirely a Germanic institution, and in the culture and traditions of other races could discern nothing but the extraneous of a degenerate Semitic or Latin ethnicity. To the German race alone all progress was to be referred, but such culture as the rest of the world deemed it had acquired was spurious, a lie, and an impediment to the Nordic enlightenment. In particular he conceived the conversion of the early Germans to Christianity as a disaster of the first magnitude. Still, in this, his earliest essay towards the salvation of a naughty world, he had no intention of founding a new German religion.

But when Nazism became the ruling power in Germany, Rosenberg proclaimed the establishment of a New National Church—invisible perhaps, as far as its material fabric was concerned, but more the loss in actual existence, aptly and "speaking" announcing this new departure he gave concrete expression to his more developed ideas, and that those had the authority of the Government behind them cannot be doubted in view of what followed. In the first place he held that it was not possible to distinguish between the idea of God and the racial soul of the German people. After thus deifying the German race, he laid it down that such Christian doctrines as the idea of redemption were heinous to "our noble German folk," who were in no need of such acts of Divine clemency. The Old Testament he



**JEW-BAITER-IN-CHIEF**

When Hitler made the Jewish problem a burning issue under the Nazi regime, he appointed Julius Streicher (above) to conduct, in the pages of the notorious "Stürmer," a campaign against the Jews marked by invective of a particularly reviling character.

*Photo, Express*



### RUSSO-BALTIC APOSTLE OF TEUTONISM

Hart Albert Rosenberg, seen above addressing a Nazi gathering at Munich, is the chief exponent of the doctrine of 'Nordic' racial supremacy. This apostle of Teutonism was born in Russia and served in the Russian Army during the First Great War. His 'Mythos of the 20th Century' is a standard work of Nazi ideology.

Photo: International Graphic Press

denounced as Jewish in its origin and insisted that it be eliminated along with all historic and institutional Christian dogmas, whether Protestant or Roman Catholic. Especially must the anti-Nazi ideals indicated in the Sermon on the Mount be suppressed, along with the "degrading" symbolism of the Cross.

But this was by no means all. Christian doctrine, to maintain, having been created by Semitic

#### Back to Odin

notions, was no longer to be trusted and must be replaced by the matter and spirit of the ancient Nordic myths and legends, which alone were capable of inspiring the German race with those ideals of unity, courage and traditions of stark and heroic valour essential to a conquering folk - virtues which had been undermined and almost obliterated by the demoralizing influence of Christianity. The Fatherland must be saved by a spiritual revolution of supreme intensity recaptured from the beliefs of the Teutonic past.

But along with the Nordic myths and sagas, the legends of Thor and Odin, the Siebeling story, the Icelandic tales and the Eddas of Scandinavia, in all their rather savage and sanguinary glory, the youth of Nazi Germany must accept as its "sacred books" the writings of the pessimistic Schopenhauer, of the mentally unbalanced Nietzsche, of Houston Chamberlain, Wagner, and

Hitler. These must be its gospel, providing it with its natural and native sustenance. In order to give practical expression to this doctrine, Rosenberg pressed into his service as the chief hierophant of his new Germanic deification the notorious Julius Streicher, Jew-hater and terrorist.

The first rites of the new religion were celebrated at the Nordic Festival of the Summer Solstice in 1938, held on the slopes of the Hoheberg, a mountain dedicated sacred to all Germans by Herr Hitler, where great fires were lighted and a species of ritual was gone through. Addressing a vast concourse of onlookers, Streicher declared that to cast one's sins into the holy fire before which they stood was to cleanse the soul. The German people, he said, were their own priests and had no need of the ministry of "black robed men." Germans would assume the holy hill when ever they felt the need for worship. Let them be "beautiful, godlike and natural."

This Germanic creed, still in the melting-pot so far as its more precise tenets were concerned, had yet made its appeal to thousands among the ignorant or romantically inclined, benighted or obsessed by the glamorous and successfully victorious record of Nazi achievement. But to the more stable elements in Germany it appeared as a portentous dread and threatening. It was

perhaps its approach to what might be called the "dedication" of Herr Hitler which appalled and discouraged the more thoughtful and sober among the educated classes of Germany. This apostasy of the Fuehrer was publicly announced by no less a personage than Dr. Robert Ley, one of the chief Ministers of State, who, in a general commutation to the Hitler Youth, gave it utterance in words that can scarcely be described as equivocal. "We believe in Adolf Hitler alone in this world . . . We believe that the Lord God has sent us Adolf Hitler so that Germany should be established for all eternity." If these words do not reveal a belief in the Messianic character and mission of the Fuehrer it would be difficult to suggest what they do declare.

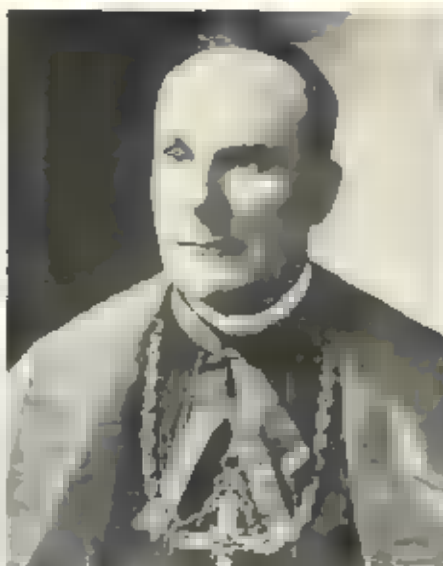
The reaction of this authoritatively inspired movement upon the Christian Churches in Germany was naturally of the most disastrous kind, and it was opposed by them with all the vigour of their command in the peculiarly helpless circumstances in which for the time they found themselves. The presence of a considerable number of Nazi supporters in the Lutheran Church naturally had the effect of weakening the protest of that body. These banded themselves into what was known as "the German Christians," who gave unqualified support to Herr Hitler. But they were not a numerous party, although Government intervention had given them almost complete control of the whole organization.



In 1933 the Great Synod of the Lutheran Church categorically declared that it was founded upon the orthodox Christian revelation and that this was in no sense affected by the events of the Nazi Revolution. The Government at once intervened and a long series of discussion in joint committee followed. The champion of Lutheran orthodoxy,

Dr. Niemöller, stoutly challenged each suggested modification on the Message claim of

Herr Hitler, the anti-Semitic legislation of the Government and its support of the new pagan doctrines. But the Gestapo put an end to the discussions. Dr. Niemöller was sent to a concentration camp on a charge of "contumacious behaviour," and the remaining pastors of his way of thinking were subjected to a life of continual persecution by the secret police. Those who still went about their duties were so constantly interfered with and subjected to so many insults and annoyances by the Department of State for Church Affairs, which completely dominated Church finance and the payment of stipends, that at length, worn down by the unequal struggle, those of the bishops and leaders of the denomination not already in prison or under surveillance by the Gestapo accepted the exclusive government of



#### PERSECUTED LEADERS OF CHURCH

Above are Cardinal Faulhaber and Cardinal Luitpold, right, two Austrian Catholic prelates who were persecuted by the Nazis after the enforced Anschluss. These outrages were severely censured by Pope Pius XI in an encyclical in 1937.

(Antis. News World)

the Church by "the German Christians," who forbade them to speak in public and closed down their training colleges. Later an "Aryanization Committee" under the chairmanship of Dr. Werner, a prominent Nazi, was convened for the control of what may be described as the wreck of a great national faith—that faith which, with such transcendent courage and sacrifice, was first witnessed to by one of the greatest of Germans, Martin Luther.

The Roman Catholic Church in Germany was not little better. No sooner had Herr Hitler come to power than he signed a concordat with the Vatican, the terms of which were surprisingly generous. But like most of his parts, it seemed to have been made only to be broken. Six months later the same kind of vexatious newspaper campaign which was usually directed against Poles, Czechs and Jews was brought to bear upon the affairs of the Church of Rome. False and grievous charges of the prevalence of immorality in religious houses were trumped up and reported in the Press with such venomous and slanderous insistence as to cause the deepest pain to Catholics, casting obloquy upon the entire Roman community in Germany. The education of Catholic children was transferred from Church to State by means of overt threats and measures to parents while in Austria not only were Catholic priests and nuns, Cardinals Luitpold and Faulhaber among them, openly persecuted and threatened with violence. But a levy was made upon Austrian Catholic Church funds, plate and treasures of

art and other objects being demanded by the Government for the prosecution of the war.

The outrages upon the holy soul and spirit of the Roman faith in the German Reich and the blasphemous claims of the Hitler cult were the subject of a severe Roman Church censure by the Pope. **Attacked** (Pius XI), who, in his

encyclical for 1937, denounced the "organized bondage" in religious matters which characterized the Nazi regime, its disloyalty to the spirit of the Founder of the Christian faith, and its substitution of "ancient pre-Christian German concepts" for the worship of the One God. By the beginning of 1939 the Nazi Government had secretly decreed the downfall of the Roman Church in Germany, a blow which was averted only by the personal efforts of Pope Pius XII (formerly Cardinal Pacelli), who dispatched an emergency summons to the German bishops to assemble with all haste at Rome, where the strongest measures were taken to urge the Italian and other Governments to intervene.

That the Nazi Party should seek to re-establish the traditions and worship of a faith of the lower culture, whose deities and heroes were symbols of the most primitive cunning and brutal violence, was sufficiently expressive of the spirit of grotesque and adolescent lustre which undoubtedly inspired its leadership, and which indeed provided the most striking proof of that capacity for self-deception which was the most salient feature of Nazi mentality as displayed at that time.



#### HE SUFFERED FOR HIS FAITH

Martin Niemöller, now a U-boat commander and later member of the Protestant Confessional Church, was imprisoned for his determined refusal to renounce the Lutheran faith, after a secret "trial" in March, 1938.

Photo, Wide World



# AGRICULTURE IN THE FIRST PERIOD OF THE WAR: RAISING MAXIMUM FOOD CROPS

*Formation of War Agricultural Executive Committee—Putting Grassland under the Plough—Changes Brought about by War—Maintaining the Labour Supply—The Women's Land Army—Specialized Farms—Rationing of Animal Foodstuffs—Problem of Rabbits and Pests*

**T**HERE were times in the Great War of 1914-18 when the home front was badly shaken—how badly we know now from the official Blue Books and the spate of reminiscences from the pens of those directly responsible for the organization of the war struggle. To prevent, if possible, a repetition of such experiences, the Government took certain steps as soon as the war clouds began to gather. Their task was to see that the country was so organized that the maximum amount of food could be produced. Ever before their eyes was the memory of those dark days of April, 1917, when shipping losses per month reached the appalling peak figure of 850,000 tons. Britain's available food supplies had then sunk to a dangerous margin. This was not to be allowed to happen again.

The first step taken, more than a year before the outbreak of hostilities, was for the Ministry of Agriculture to nominate privately a man with agricultural experience in each county. The duty of these men was to get together quietly a skeleton organization which could be developed into a first-class, active machine as soon as the emergency arose. In this very important task of selection all political partisanship was thrown aside. To get the best and most experienced man was all that mattered. Lord Addison, for example, though he had been Minister of Agriculture in the Labour Government of 1929-31, was asked by his Conservative successor to offer to take over this duty of selection in the county of Buckinghamshire. All this important work was done voluntarily.

At the outbreak of war the skeleton organization took on flesh and became alive. Smoothly, efficiently and without any loss the machine already prepared began to operate.

Deep rooted in the heart of the British people is a dislike of bureaucratic control, and of all classes the British farmer yields to none in his hatred of "the minions of Whitehall." To avoid arousing this prejudice and on hampering the work upon which they were engaged, care was taken to select an

administrative personnel with whom the farmers were familiar. The agricultural officials so selected were local farmers and neighbours.

The organization was very simple. The members of the Ministry of Agriculture formed a War Agricultural Executive Committee, consisting mostly of experienced farmers. This committee was broken up into a number of sub-committees to deal with such obvious problems as the amount of land to be put under the plough, and the supply of labour and machinery. As all such committees ran the risk of becoming remote from realities, an effective system of keeping in touch with the farmers was further devised. The county was divided up into areas corresponding to the various rural district councils. Over these areas provided a district committee, selected by the executive committee. The district committees were composed of

farmers doing their work voluntarily. The last link in the chain of communication consisted of the parish correspondents—also for the most part farmers.

The task with which the various county committees were entrusted was in the first place to put 1,500,000 acres of grassland under the plough. That was the amount of land which, according to the Ministry experts, had gone out of production. To bring it back into production a quota was given to each county, the sum of these quotas amounting in all to 1,500,000 acres.

The working of the plan was simplicity itself. First the farmer had to be encouraged at his own free will to put his grassland under the plough. For this purpose, in the months before the war, the Ministry of Agriculture announced a subsidy of £2 for each acre of old grassland broken up. This was, in effect, an attempt to sweeten the pill that had to be swallowed. Since 1910 practically half the arable land had been turned into grazing land. British farmers in some counties were rapidly becoming cow-keepers and nothing else. Moreover, they were keeping their cows on imported feeding stuffs, which might not be available in time of war. They had, therefore, to be given a mild incentive to do something which appeared opposed to their business interests.

With the outbreak of hostilities each county district committee began a survey of the land in its area which could be put under the plough. The parish correspondents visited all the farmers in their parishes, with whom, of course, they were on neighbourly terms, and discussed how much land they could bring into cultivation. They then forwarded the results of their investigations to the district committee, who, having collected all the required data for their area, reported to their War Agricultural Executive.

In the first months of the war everything went smoothly, and the War Agricultural Executive Committee had no occasion to use their compulsory powers, which were kept in reserve for



## AN APPEAL SOON ANSWERED

To release shipping actually occupied in carrying important food produce, Britain set to work to "grow more food." Allotments were formed in parks and open spaces all over the country, and the Spring of 1916 saw an army of civilians busily "digging for victory."



#### MISSILES OF DEATH AMID THE SNOWS

The Russians were harassed with numerous counter-attacks by the Finnish troops, who made up for their numerical inferiority by greater mobility and enterprise; and the photograph above shows Finnish soldiers hurling hand grenades in an attack on Russian outposts in the Salla sector.

*Photo, Planet News*



#### —AFTER THE GREAT RUSSIAN ROUT—

When the great battle of Smolensk, during the course of which the Finns smashed the Russian 4th Division, was over, enormous numbers of prisoners and a colossal amount of war material remained in the possession of the Finns. The spoils included about a hundred field guns, and nearly three hundred motor-cars and armoured cars, as well as numbers of field kitchens and

541



#### —GRIM DEBRIS OF THE BATTLEFIELD

great quantities of small arms and ammunition. The photograph above, though showing but a tiny part of the battlefield, bears witness to the intensity of the struggle which took place there. Wrecked and abandoned Soviet vehicles are scattered about in position, surrounded by the corpses of their defenders, but the scene of carnage is mercifully veiled by a mantle of snow.

541





#### AFTER THE GREAT RUSSIAN ROUT

When the great battle of Suomussalmi, during the course of which the Finns annihilated the Russian 44th Division, was over, enormous numbers of prisoners and a colossal amount of war material remained in the possession of the Finns. The spoils included about a hundred field guns, and nearly three hundred motor-cars and armored cars, as well as numbers of field kitchens, and



#### GRIM DEBRIS OF THE BATTLEFIELD

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#### SOME OF THE RUSSIAN DEAD AT PETLAMO

The Russian casualties after the Soviet Army's repeated attempts to break through the Finnish defences were enormous, and in the intense cold which prevailed during the winter months most of the wounded soon succumbed. Here are Germans dead in the Petsamo region awaiting burial; the man on the left is frozen stiff in the attitude in which he met his end.

Photo. Phoenix News

conscientious farmers, if and when necessary. In many counties half the work to be done was done voluntarily, and the local farmers ploughed up a portion of their grassland. By December all the work so embarked upon voluntarily had been completed. Then the executive committee issued a "Ploughing Up Order." This procedure—the Ploughing Up Order—was only issued after the grassland had been broken up—had a legal object. It overrode the terms of a farmer's tenancy agreement, exempting him from the necessity stated in his agreement of obtaining the land owner's consent to the ploughing up of grassland. Armed with this order, he was under no necessity of paying any compensation to the landlord, or of buying seed to put back to grass the land which had been broken up.

Profiting by the experience of the war of 1914-18 the county executive committees avoided the mistakes that were then made. Between 1911 and 1918 farmers ~~more~~ asked to concentrate on the production of wheat. In the present war the main object of the agricultural effort had been to produce animal feeding stuffs. The Government have stressed this point for the obvious reason that the more food produced for stock, the more animals there will be for human consumption. In effect, the task attempted involved nothing short of a revolution—the giving of a new direction to the interests of farmers, diverting them from becoming merely cow-keepers, into which state they were rapidly sinking. For this purpose the crops approved by the county executive committees were winter wheat, oats, barley—on light land rye—potatoes, peas, beans and roots. In order that the scheme was operate fairly a farmer who ploughs up poor land and allows it to lie fallow, so that it may regain its fertility, is not necessarily debarred from the subsidy of £2 an acre.

That this scheme was not a purely bureaucratic one, divorced from the real interests of the farmers, was proved by experience. The last brains in agriculture had long maintained that grass farming—what may be called the production of milk instead of crops—was not the best farming.

**Arable Extended** According to such an authority as Sir George Stapleton, only a small part of the land should be permanent grass, and all other grassland should be ploughed every eight years.

The extent of the change brought about by the war varied, of course, in different counties. In Suffolk, for example, there ~~was~~ very little grassland to break up. In the Home Counties the

situation was very different. In Buckinghamshire only ~~one~~ in every five fields was arable in 1923, and 391,000 ~~acres~~ had to be put under the plough. Indeed a complete change had to be effected from dairy farming to mixed farming. In such counties the executive committees were faced immediately with the problem of machinery. In one area there were fifty farms, with an average of 150 acres, given over so entirely to the production of milk that only one single-furrow horse plough could be found among them. To meet this deficiency the committee had to obtain ploughs, and then to instruct to them some motive power.



MINISTER FOR AGRICULTURE

Major Sir Reginald Dorman-Smith, former President of the Farmers' Union, was Minister for Agriculture when the war broke out.

Photo, Central Press

A simple system was adopted: The farmer having no suitable appliances was advised first to borrow from his neighbours. If these were not able to supply him, he could next seek the help of a ploughing contractor. In the last resource the executive committee placed at his disposal some of the thirty tractors supplied by the Ministry of Agriculture to each county. These tractors were under the control of a machinery officer and were distributed in groups of five under the care of a foreman responsible for their maintenance. The farmer was charged from £1 to 20s. per-acre for the use of these tractors in breaking up grassland.

Another difficult problem that had to be tackled was the supply of labour. In those counties where mixed farming

had been gradually dwindling away and more and more land had been left under grass, the skilled agricultural labourer ~~was~~ becoming as rare as the Great Auk. At harvest time and hay-making farmers relied upon the local Employment Exchanges to supply them with the practically unskilled labour they required. The new condition of things created by the war obviously made this method impracticable. To turn crops to hoe and single roots—requires skilled men. Where were the farmers to find them?

The county executive committees in all cases adopted the ~~same~~ method. A labour officer was appointed in each county to coordinate the supply of labour. As part of his duty it fell to him to keep in touch with all the Labour Exchanges.

Labour  
Supply

and to anticipate the needs of farmers well beforehand. When the local exchanges could not supply the skilled men required, arrangements had to be made to fetch the labourers from other areas and to find accommodation for them near their work. But all was impossible to obtain all the skilled labour required by this means, the executive committee resorted to a new source. This was the Women's Land Army, enlisted and controlled by the Ministry of Agriculture.

In response to the national appeal thousands of women flocked to enlist. They were drawn from all classes—domestic servants, the daughters of professional men, society girls. In the war of 1914-18 a similar organization did magnificent work, but there was then a great waste of human material, which this time the Government was determined to avoid. To begin with, would-be recruits were carefully selected and those obviously unlikely to be of any use were refused. The recruit was then placed on a farm for a month's training, during which time she received ten shillings a week in addition to her board and lodging. The Women's Land Army meanwhile kept in touch with the farmer with whom the recruit had been placed, receiving regular reports on her progress. If those reports were not favourable, she was discharged at the end of the month. If they were favourable—that is to say, if she was likely to become an efficient handworker—she was found employment, receiving the standard agricultural pay.

Considerable organization was needed to supervise these thousands of young women who were helping to raise the nation's food. One of the most acute problems to be faced ~~was~~ that of housing. Obviously accommodation



#### WORK OF THE WOMEN'S LAND ARMY

Some aspects of the work of the Women's Land Army, the badge of which is seen alongside, are given in these photographs which show, above, Land Army girls pointing stakes for fencing; left, learning thatching in Suffolk; below, packing sugar beet tops into a bin at the Northamptonshire Institute of Agriculture.

*Photo-Fax*





adapted to male agricultural workers—assuming such to be available—was not suitable for the members of the Women's Land Army. In some counties this difficulty was solved by taking over empty houses and running them on hostel lines. By this means W.L.A.s were assured of certain amenities, of which they would otherwise be deprived. The county committees relied mainly on the Women's Land Army for the skilled work that had to be done in the spring, when male labour might not be available.

It will explain the essential simplicity of this vast organization & the channel of communication between the farmer

**Simplified authority—the County Organization War Agricultural Executive Committee**

and the controlling authority—the County Executive Committee—be followed out. The farmer takes his difficulties to his parish correspondent, a man he has probably known all his life. The parish correspondent forwards this to the district committee, who, if circumstances permit, deal with it direct. If the question raised is complicated, involving a matter of county policy, the committee refer the problem to the cultivation sub-committee, who in the last resource appeal for a ruling to the executive committee. The farmer has no hesitation in making use of this channel, for he knows that everyone concerned is familiar with his difficulties, is capable of understanding them, and will treat them with

sympathy and common sense. At the beginning of the war all the energies of the county committees were directed to the solution of the first and most important problem—that of producing food for animals, which in turn could become food for the people. Other questions had also to be tackled, and among the chief of these was the rationing of the foodstuffs produced. It was realized as a possibility, to meet which preparations should be made, that there might be an unequal division of foodstuffs required for animals. One farmer might have more than he required for his stock, and another too little. To ensure that no farmers should suffer—that all the stock raised should be fed properly, so that the maximum amount of food should be raised in the country for the benefit of the nation—a rationing scheme was drawn up.

Attention was also given to specialized farms such as pig and poultry farms. For the most part farms of this nature relied upon imported food, and circumstances might arise when this would be difficult to obtain. One of the duties of the executive committee was to advise farmers how they could employ locally grown substitutes, and to ensure that the supplies were forthcoming. In addition to all cereal crops the

committees encouraged the production of roots and kale. In some counties dairy farmers who had broken up their grassland were advised to grow one-third mangels, one-third swedes, and one-third marrow-stemmed kale, or thousand-headed kale. Another problem with which the executive committees had to deal was that of rabbits and pests. This was met by organized scientific destruction.

In the early months of the war more than half the 1,500,000 acres of grassland required to be put back into production had been voluntarily broken up. A great deal of the remainder will be dealt with "by persuasion," and it is only with the residue that the executive committees may be called upon to use their compulsory powers. These cases will probably be limited to the Home Counties and to the districts immediately adjoining big industrial centres.

The speculative builder, who had bought land and was holding it against the time when he could run up houses at a profit, was likely to find his building sites under the plough. This might apply as well to land that had already been scheduled for building. Nothing was to be allowed to stand in the way of the nation being properly fed.

#### SPEED THE PLOUGH

One of the first steps taken by the Ministry of Agriculture on the outbreak of war was to see that as much land as possible was put under cultivation. Slow, tractors were ploughing a Perthshire field which has been grassland for over twenty years.

(Photo, Glasgow Herald)



## APPEALS TO THE CIVILIAN'S PATRIOTISM

So different were the early months of the War from their counterparts in 1914, that the "man in the street" might be forgiven for not fully realizing the grim struggle in which the Allies were engaged. Spokesmen of the Government therefore addressed themselves from time to time to the Home Front on the necessity for sacrifice and unselfishness. We give below excerpts from these such admonitions.

MR. W. S. MONTAGUE, MINISTER OF FOOD, IN A BROADCAST, JANUARY 11, 1918.

**W**hen we ask our nation and nation and nation to bring food supplies to us, I sometimes think of the great contrast between our lives in this war—the great contrast between the shelter of our homes and the life of our suffering men. Work as we will, we cannot make a contribution equal to theirs. What can most be said is that we do not ask them, for all their conditions and the distance, to make sacrifices, make the life.

Having decided to take this, there must be perfect fairness of distribution, no discrimination. Anything of that kind. We must decide what we have and share out equally—and that can only be done by rationing.

This spirit of rationing represents the spirit in which one and all of us will seek to take the strain and face the task of war. We will not ask our menfolk at all to bring us more food than we need, but to bring instead of that surplus more and more of all that will make our production and thus strength. And until we have won the victory, as it seems will appear out what our menfolk do as they share the danger of their service.

MR. CHURCHILL, IN A BROADCAST AT THE MEMORIAL HOUSE, JANUARY 11, 1918.

**I**NCREASE with this development of our military forces we have the great system of staff defense which has been built up by way of preparation against all risks. They will fight our fighting against our anti-aircraft guns, our observation corps are mobilized and stand ready to detect and meet the enemies. Then we have also the auxiliary forces and police, air and sea, and security services, and all that go to make up the backbone of our nation's defense. We have also the essential part of our system of staff defense. Finally, we have the family resources which we have taken to defend the nation—the black and white, the education upon the house of public authority, and all the complicated arrangements for mobilization of food and goods and hospitals.

There are vast preparations and they have consumed a great deal of hardship and inconvenience, loss of money and, I am sure, loss of life, in these accidents. Then, after all, four months have gone by and the air table has not come. Some people think it really is very disappointing, and it is perhaps not surprising that others should ask whether, after all, all these preparations were necessary and whether we have not gone a great deal too far in the direction of expense.

I wish I could take that view, but all I am going to say now about it is this: What we have already revealed all our different preparations and mobilized and mobilized them where we thought that we could do so without jeopardizing the important factor of safety. I do not consider that the risk of our being to over go even that it has diminished. And so long as that is so I am certain that we should make a capital mistake if we were to reverse the policy that we have hitherto followed.

We must not think because this war has not taken the form which it did in 1914 that we can carry on our lives as if we were still at peace. We have got to do without a lot of things that we shall miss very much. Although we are not yet actually fighting on land, we are making preparations to make us to do so with the greatest effect whenever the right moment comes.

For that purpose we are devoting more and more of our man-power to the production of armaments. That must mean that there is less and less of our man-power available to produce civilian goods.

Even supposing we had ample supplies of labor we should still have to curtail our imports of goods which are not necessary for the prosecution of the war in order to leave available our resources of foreign exchange and of shipping to purchase and to bring home in ships imports of those things which we cannot do without.

It must be remembered that much of our raw materials, like our coalfields, are only partly produced at home and have largely to be imported from overseas when we are making transitions on the ground which we are adding continuously to the amount of imports which become necessary to us and therefore to the demands upon our shipping.

### Exports Must Pay for Imports

**I**MPORTS have to be paid for, and they can only be paid for in one of three ways, either in gold, or by the export of goods and services. Therefore since our supplies of gold and foreign currencies are limited—and since still we must keep reserves of these things in case the war prove to be a long war—we are driven back upon exports, and we have therefore got to order to cope with this situation to increase our exports as much as we can and at the same time to diminish the imports of the things that we can do without.

If you find that you cannot pay the export goods that you have been accustomed to, remember that you are entitled to the exchange of the Army. If you are asked to limit your consumption of alcohol and sugar, remember that you are saving money which can be used for our men and our machine tools. If you are asked to put your savings into Savings Certificates instead of spending them, remember that you are giving help to the Government in his thousands of making the money which we are accustomed to export in our own currencies.

In these times of our I cannot guarantee—no one can guarantee—that the sacrifice of all are going to be equal, but if each one makes the sacrifice as the call comes to him, his own conscience will be clear and our common efforts will win us through.

LORD HALLAM, FOREIGN SECRETARY, IN A BROADCAST AT LONDON JANUARY 20, 1918.

**I**T is said that we should realize that the home front is not less important, even if it is for the time being less dangerous, than any other. The land front against Germany in the West stretches from the Scheldt to Switzerland. Every yard of that front must be held with equal resolution and the holding of it is going to demand heavy sacrifices from men, and service on the home front means sacrifice.

It means willing and cheerful compliance with wartime restrictions which, whether by the release of shipping, or by the saving of financial means, or in any other way, can help the generosity of our war effort. It means cutting out all but absolutely necessary expenditure. It means lending to the State every penny that we can. It means changes in industry to meet the great demands of war production, and it means for everybody hard and unselfish work.

The campaign for war savings is a great national effort to bring in a great volume of savings to reinforce our national finances, and it is of the highest importance to the State that that campaign should achieve success. I stand and am conscious with increased thoroughness the war, but we give heartily, let us think always of ourselves as something which gives strength and dignity to the cause in which it is made, and let us not forget that our cause is only human victory if those who passionately believe in it are prepared to spend themselves in its behalf.

# THE HOME FRONT: A SURVEY OF EVENTS AND PROBLEMS AT THE TURN OF THE YEAR

*Tenants' Problems—Rationing—Black-out Dangers—Modified Lighting in Streets and Trains—A.R.P. Coats—Educational Readjustments—Paying for the War—Review of Britain's Economic Position—Rigours of an Abnormal Winter (previous events on the Home Front are dealt with in Chapters 7 and 25)*

W.R.I. into the New Year (1940) the war continued to make apparently very slow progress in the eyes of the public, and the state of rather bored waiting, vexed by controversies over administration, was a continuation of the situation which had evolved at home by the end of October, 1939. The storm over certain additional provisions of the Emergency Powers (Defence) Act (described in Chapter 25) had ended in an agreement among all parties by the end of November, but it was seen to have repercussions in America, producing a quite false impression, possibly isolationist sentiment was largely responsible for this, that Britain had been forced into "totalitarian" methods of Government. Actually the freedom of that public criticism which resulted in some concessions by the Government should have expected such a view, through the powers of Government Departments remained overwhelming.

An aspect of wartime government that was of more popular concern soon revealed itself in certain cases

## Human Laws

where, under the Courts Emergency Powers Act, magistrates protected tenants from eviction

for non-payment of rates or rent. The simplest cases involved were those where the husband in a family had been called up for military service. Thus a deputy judge at a London County Court observed that if the court were satisfied that a tenant's inability to pay immediately had arisen from the war, the landlord was deprived of his right to distrain. This general principle was the one most commonly invoked, though the courts soon had to deal with more complicated issues. Among these latter were the pleas of hotel-keepers unable to meet liabilities because of loss of business owing to evacuation and the black-out. Many business firms had removed away from vulnerable centres when the war began, but by December, 1939, they were planning to return so as to avoid the inconveniences of these changes of locality.

Food rationing remained largely an abstract question up to the end of December. After January 6, 1940,

when the rationing of bacon (1 oz. a week), sugar (12 oz. a week) and butter (4 oz. a week) really got under way, there was no shortage; on the contrary surplus stocks sometimes resulted, and in the middle of January certain kinds of bacon were permitted to be sold without surrender of coupons. At the end of the month the bacon ration was increased to 3 oz. Meat came under Government control on January 16. Local shortages, especially of beef, occurred towards the end of January although rationing was delayed until March 11. Certain dislocations of the machinery of distribution in the trade had occurred while the Government was taking over supplies.

A sense of wartime danger was stimulated in the public chiefly by the black-out regulations, which continued into the New Year as the dominant interest. Since the likelihood of serious air raids on civilian centres seemed to

be remote, criticism of the lighting restrictions grew in volume and acerbity, while avengers returned to the big centres in increasing numbers. Casualties to pedestrians on the roads reached high figures, a fact which was stressed as part of the argument to persuade the Ministry of Home Security to relax the lighting regulations, which were felt most severely in the dark autumn and winter days. Statistics showed that up to the end of November, 1939, there had been 2,975 deaths from road accidents in three months—over 1,000 more than those for the same period of 1938. And yet about half a million cars had been laid up by the middle of December, owing to the heavier taxes and the severe rationing of petrol to private users.

The dimmed and depressing lighting of railway carriages, which made it impossible to read after dark, was another "gripe" which the British

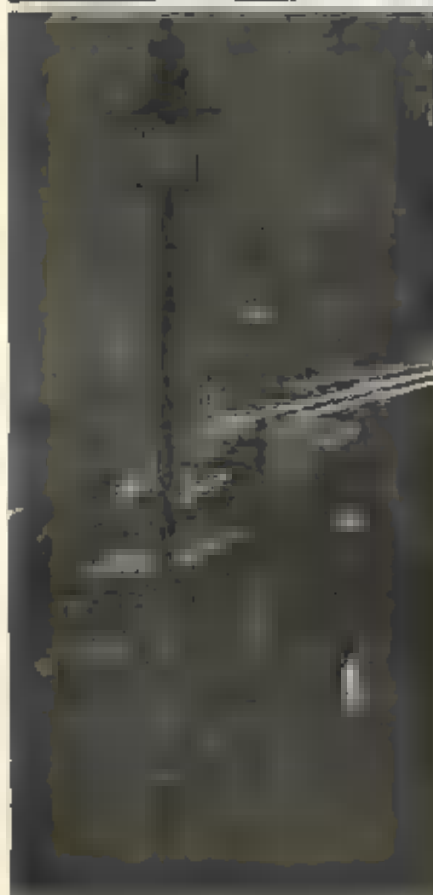


CHECKING FOOD RATION COUPONS

After food rationing was introduced on January 8, 1940, shopkeepers found themselves confronted with the tedious job of counting thousands of tiny coupons. This necessitated looking up an enormous amount of stock, and representations were made to the Ministry of Food in the hope of finding some more satisfactory method, such as the issuing of cards on which the counter-tails could be numbered by stamp.

Photo, S.G.





#### REALM OF CIMMERIAN DARKNESS

To those who only knew London before the war, it would seem scarcely credible that the scene of murky darkness pictured above should be Piccadilly Circus, the so-called 'Hub of the Empire' which once turned night into day with its scintillating lights. The black-out which came into being with the war transformed the heart of White and the flower-pottery into a cavern of Stygian gloom, which the new 'starlight' lighting, seen left in Regent Street, did little to relieve.

*Photom. Press. Planet News*

more widely—or at least its application was provided as the necessary equipment could be acquired. In their complaints about inadequate road-lighting the public received lively support in December from shopkeepers, who feared the loss of Christmas shopping unless a safe means of illuminating shop windows were allowed.

In answer to the clamour the Government firmly maintained the necessity of the A.R.P. regulations, but announced that further experiments were being conducted to ascertain the possibilities of modifying the black-out. On December 2 the Ministry of Home Security approved the use of a device for illuminating shop windows with directed light which would cast no reflection on the street. Lamps were placed inside a box container which could throw the light upwards or downwards and away from the window. Further test flights above London were made by R.A.F. planes to observe the effects of the black-out. Though most people realized quite well that the flashes from trolley-buses and identified railways could always betray London from some distance away in the air, while nothing could conceal the river Thames and its estuary.

From a different angle Viscount Cecil, in November, had emphasized the need for more thorough road safety measures by controlling motor vehicles more strictly. In December blameworthy being thrown also on the duplicitous care less pedestrians. While the demand for more street lighting continued, the public was not deeply impressed by Sir John Anderson's assurance that there had been a substantial reduction of crime in the Metropolitan Police area since the introduction of the restrictions.

The Clerk of Westminster City Council wrote to Sir John Anderson expressing the opinion that it would be practicable, on the lines of a test carried out in Liverpool, to devise a modified form of street-lighting. Although the new motor-car headlight mask, which met the Minister's requirements, was coming into general use in December and helping to improve the illumination on the roads, the announcement that official tests were being conducted to find a suitable form of modified street-lighting was generally welcomed. At last the lamps, fitted with a special kind of shade to diffuse the light over the normal area, were tried out in Westminster, and called "starlight" lamps. They gave a dim

citizen still vented very freely. Continued criticism was eventually justified by the demonstration, on some suburban lines, that almost normal lighting could be restored by blacking-out the carriage windows and arranging to switch down the controlled lights should a raid warning be received. To the great relief of numberless commuters going to their daily work this improved lighting on trains was applied

light (since the intensity was not allowed to be greater than 0.0025 foot-candles—about one four-hundredth to one four-thousandth of that for normal lighting), but it was enough at least to make the ground visible to the besighted pedestrian, and to enable him to see or guess where the bomb was. Before Christmas, 1939, Glasgow became one of the pioneers on a big scale in the use of this new lighting.

An acute shortage in the supply of batteries for torches intensified the demand for the modified lighting. Although many batteries were coming from America and Belgium—these manufacturers being quite unable to meet the demand while also supplying the Services—it was well into the New Year before they became plentiful.

The comparatively trivial character of some of the chief matters of public concern at this time justly reflected the confidence of the civil population in home security. On December 14, 1939, Sir John Anderson announced in the House of Commons that the new type of low-intensity street lighting would be allowed in all areas of the country except certain regions on the East and South East coasts. But the useful "starlight" lamps were adopted only slowly by various local councils.

Not so prolonged as the black-out campaign but equally lively for a while, and marked by a good deal of irresponsible and incorrect newspaper controversy, was the burst of criticism directed at the cost of A.R.P. services. Some combing out of excess personnel had been instituted in the autumn, and here and there was reported to be done on still in December. But the Minister of Home Security did not encourage the criticism of A.R.P. costs, which was often unreasonable, especially when the paid workers were reproached with having nothing to do. On November 29 Sir John Anderson stated in the House of Commons that the average weekly expenditure on the whole-time volunteers enrolled in Air Raid Precautions and Emergency Fire Service in October was estimated at £775,000. A few days later he addressed a letter to local authorities, explaining the Government's decision that all part-time unpaid volunteers for A.R.P. should be compensated for loss of earnings due to their duties, caused by an air raid. The maximum compensation was 10/- a working day for men and 7/- for women. At the beginning of December there were over 1,000,000 A.R.P. workers on the books of the authorities as available in any emergency, and there were also 700,000 trained workers in industrial establishments. The total

reduction of costs had been negligible. On December 11 Sir John Anderson stated that the paid whole-time volunteers totalled 291,000 in the A.R.P. organization and the A.F.S., of whom 250,000 received £2 a week or more. The total monthly cost of A.R.P. personnel was about £2,775,000, almost the whole of which was borne by the Exchequer.

The London County Council Emergency Committee in its capacity of Finance Committee submitted to the Council on December 18 a special estimate for the cost of civil defence from the beginning of the war up to March 31, 1940. This totalled £20,000,000, of which only £300,000 would fall on the rates. The big total for the Metro-



#### A.R.P. MARINES

The A.R.P. Marines came into existence to meet the need for men to guard ships attacked by Nazi aircraft. Some of them are seen here demonstrating the method of handling a wounded seaman, laid in a "sling," from the hold of a vessel in distress.

Photo, Associated Press

#### MEN WHO SERVE ON THE HOME FRONT

Britain's Home Defence Force consisted largely of men of mature age with previous military experience. In the upper photograph some of them are seen on duty by a railway tunnel. Above, a member of the Observer Corps is plotting the course of an unidentified aircraft. The report will be telephoned to the central control.

SPENCER, Stuart & Central Control Force

police was divided up under the following significant heads:

Auxiliary Fire Services	£3,200,000
Auxiliary Ambulance Service	£1,000,000
Island, Shoring and De-	
molition	£1,250,000
Other items	£500,000

The grim possibility thus plainly envisaged by the authorities hardly affected the general indifference of the public. This was reflected in the same Committee's report on evacuation. It stated that on November 28 there were 120,741 schoolchildren who had been kept in London, 71,878 who had been turned after being evacuated, and



## APT SLOGANS OF THE ECONOMIC FRONT

These imposing stupors placed on the  
pilots of Newmen's Column, caused people  
to lend their savings for the ~~unsuccessful~~ defence  
of the ~~British~~ *British* ~~army~~ *army*

17. *Phyllanthus* *Triplaris*

70,948 who were in London though not on any school rolls.

Bank by German aircraft on the East Coast occurred with increased frequency in the New Year, and possibly made more impression on the mind of the public than the official warnings not to relax in vigilance. The carrying of gas-masks, which had greatly fallen off by December, seemed once more fairly general, though far less common than it had been during the first month of the war. London people still seemed apathetic, and not one in five carried any mask. At the end of January (1940) out of about 2,000,000 London schoolchildren evacuated had returned to the Metropolis, with about 2,000 of their school teachers. Only 120 of the 1000 elementary schools had yet been reopened though plans were being made to reopen more as soon as possible, to meet the educational needs of the returned population. The 120 schools opened could accommodate only about 34,000 pupils by shifts, and home-tutoring for another 100,000 children was being conducted by the many teachers, who turned regional groups

Readjustment of the educational position was hampered by the occupational requirements of A.R.'s and A.F.'s jobs, while others had not yet been supplied with the air-raid sheltering required by the official regulations.

Also connected with the general reorganization of resources for civil defense was the opening of schools and colleges at new centers in safe areas. Education Dislocated

and in some instances involved a rather serious hold-up of university studies for scholarships or degrees. Much of the temporary dislocation, however, was being straightened out by the beginning of 1949.


In November a reorganization of the drastic emergency arrangements to deal with civilian casualties was announced by the Minister of Health. The amended plans allowed the return of many medical men to their own practices, the Ministry benevolently providing for the full-time employment of only a nucleus of medical staff, while a big proportion of the specialist work was to be done by part-time officers who would receive a "retainer" of £100 a year and attend to private practice. In the staffing of first-aid posts local authorities were authorized to pay the medical officer in charge of each post in a vulnerable area a fee of £75 a year with extra fees for sessions on duty. It was expected that the new arrangements also would make for more hospital accommodation for normal civilian sickness which had been considerably curtailed by the original emergency orders reserving accommodation for air-raid casualties. It was erroneous, however, that there had been an over-crowding of hospitals on this account, as the amount of sickness (or at least the number of patients) sent to hospital had been much smaller than in peacetime.

Following up his September announcement of the War Budget, Sir John Simon announced in the House of Commons

[illegible]

## PAYING FOR THE WAR

Below is shown the cover and interior of the Defense Bonds, put on sale on November 22, 1945. Purchasable in units of \$5, they were issued at par, to ~~2000~~ 2000 ~~units~~ at 3 per cent ~~and~~ repay- able seven years from date of purchase. Below is one of the National Savings Certificate for general or regular savings up to an individual limit of \$500.

<b>7th</b> <b>15th</b> <b>1967</b> <b>600 002</b>  <b>1 National Savings Certificate</b> <b>15% PURCHASE PRICE</b> <b>\$10.00</b> <b>UNIT</b>	<b>7th</b> <b>15th</b> <b>1967</b> <b>002 COUNTERPART</b> <b>15% PURCHASE PRICE</b> <b>\$10.00 NATIONAL SAVINGS CERTIFICATE</b> <b>UNIT</b>	<b>7th</b> <b>15th</b> <b>1967</b> <b>002 COUNTERPART</b> <b>15% PURCHASE PRICE</b> <b>\$10.00 NATIONAL SAVINGS CERTIFICATE</b> <b>UNIT</b>	<b>7th</b> <b>15th</b> <b>1967</b> <b>002 COUNTERPART</b> <b>15% PURCHASE PRICE</b> <b>\$10.00 NATIONAL SAVINGS CERTIFICATE</b> <b>UNIT</b>
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**1945**  
**FREEDOM IS IN PERIL**  
**DEFEND IT WITH ALL YOUR MIGHT**



**HE THOUGHT HE COULD JUST DO IT**

It wasn't far—just a few yards across the road. He wanted to catch the 'bus home, so he took a chance and ran for it. Death happened to get in his way. It was nothing very unusual; literally hundreds of people are killed or injured in the black-out every week. Nearly 1,200 road deaths in December alone. Remember the new speed limit cannot alter the fact that you can see the car before the driver can see you. How often do you hurry and 'just' do it? Will the luck hold?

**Remember these** — When you hear a car hit the black-out, road 600 for a moment at per page you need in the black-out.  
**Four Safety Rules** — 1. Look both ways before crossing the pavement.  
 2. When a car is really, really, black-out by them. It is worth going out at night to see them.  
 3. Follow the light of your own headlights in the black-out so that you do not get into trouble.

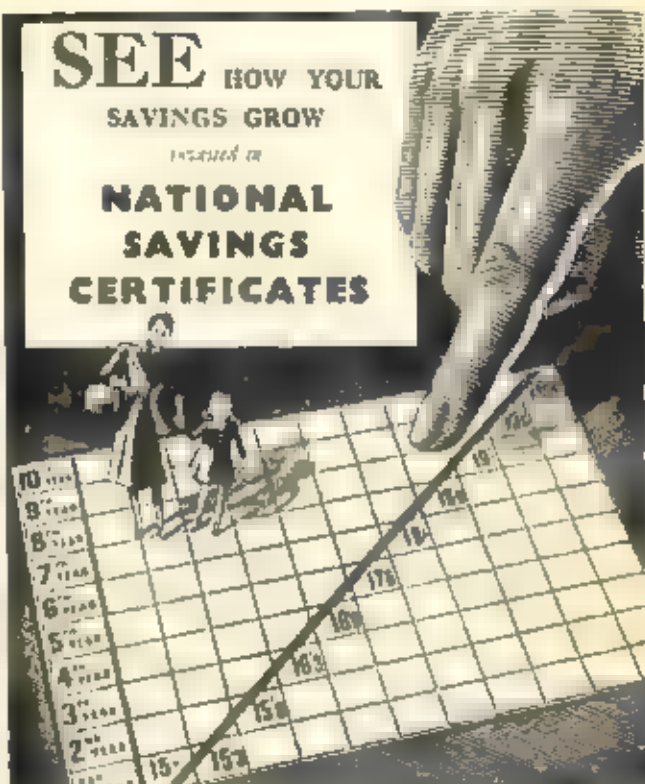
**LOOK OUT IN THE BLACK-OUT!**



**A FEW CARELESS WORDS MAY END IN THIS—**

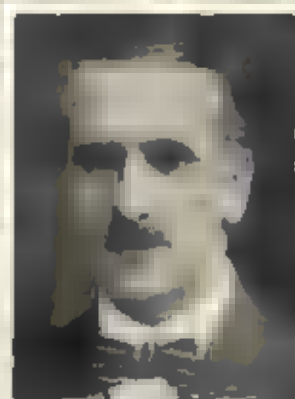
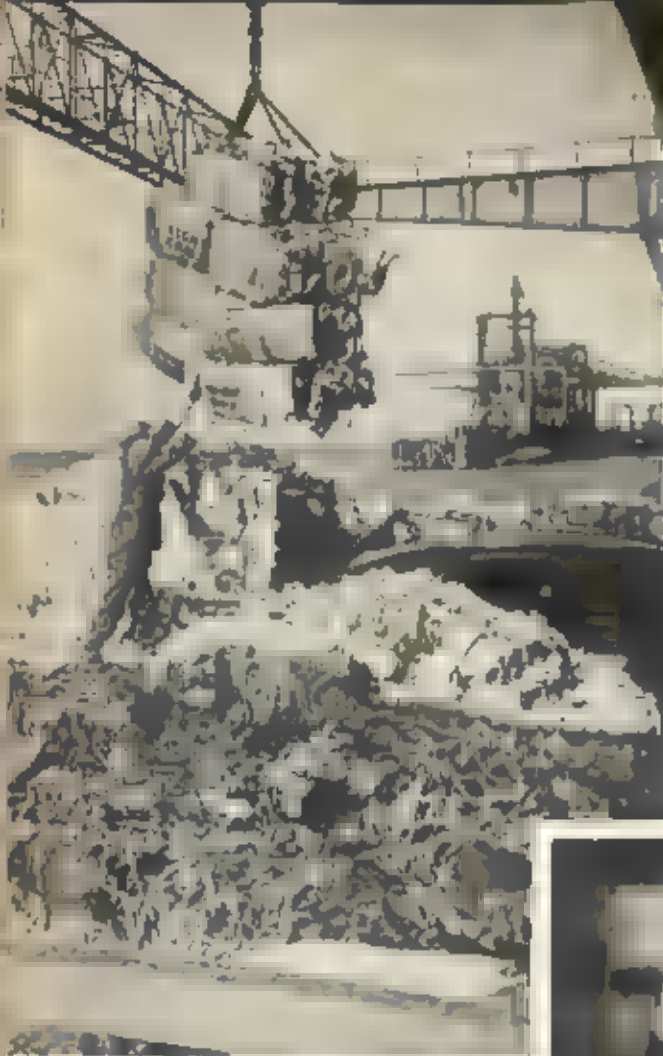
*Many lives were lost in the last war through careless talk. Don't you speak? Don't discuss the war, its ships or troops.*

**SEE** HOW YOUR SAVINGS GROW  
 ISSUED IN  
**NATIONAL SAVINGS CERTIFICATES**



**REACHING BRITAIN'S MILLIONS**

In an age of publicity posters inevitably played a large part in the enlightenment and inspiration of the public during the war. Above are a few among the many posters displayed on buildings and in newspapers. Others are to be seen in pages 536 and 550.



#### WASTE MATERIAL IS RAW MATERIAL.

Above left, waste paper being unrolled from bales; above right, a lorry collecting scrap metal; below left, some of the twenty tons of tin dealt with each week at Birt Ham; below, machines between from Durham. Centre, Mr. M. G. Judd, Controller of Salvage to the Ministry of Supply. Photos: Central Press. Photo News: L. N. E. O. P. T. Copyright.



Continued on November 21 this issue on the morrow of new National Savings Certificates, designed to assist in financing the war (replacing the current issue), and also a new Defence Bond purchasable in units of £5. The purchase price of the new Savings Certificates remained unchanged at 15/-, but the interest was slightly increased so that the certificate would be worth 17/6 after five years and 30/- after the full period of ten years. During the first week of these issues £1,125,000 was invested in the Certificates, and £5,000,000 in the Defence Bonds. This made a total that greatly exceeded the rate of savings of the last week of the first Great War (in February, 1917, when £7,000,000 worth of Certificates were bought). But still maintaining was the maintenance of the average national Certificates and Bonds. It was announced in February, 1940, that in the first eleven weeks of the National Savings Campaign more than £50,000,000 had been paid by the public for the Certificates and Bonds, whereas the official expectation had been in the region of £40,000,000 for the first 12 months. Altogether there were some 20,000 savings groups, three-quarters of which had been formed in offices and factories, and new groups were being formed at the rate of 250 a day.

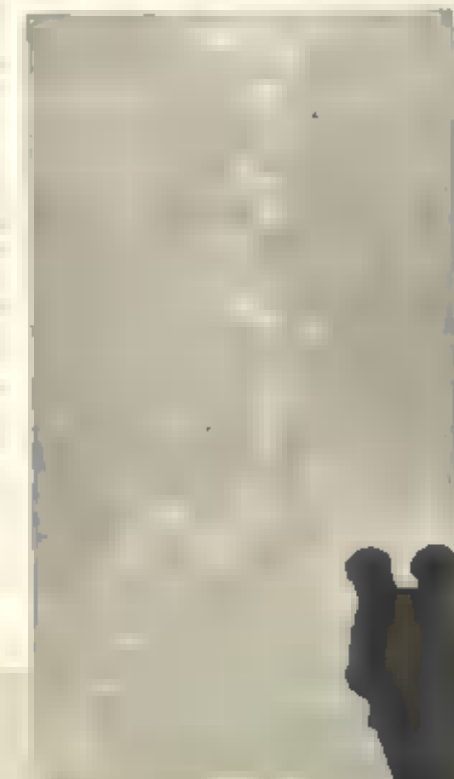
The trade figures as naturally passed

#### DANGEROUS CURIOSITY

On the right are seen barrels of anti-aircraft shells kept at a German station near the Thames Estuary at the beginning of January, 1940. Below, spectators, foolishly exposing themselves to the danger of falling splinters, if not bombs, are watching the action oblivious of their own danger. Photos: Photo News.



into winter proved equally satisfactory, considering the special conditions, and in some respects would have been good in more normal times. Mr. Ronald Cross, Minister of Economic Warfare, in a review of affairs in the House of Commons on January 17, promised at least a continuance of the more satisfactory aspects of British exports and imports, owing to trade negotiations which Britain was then conducting with fourteen countries, including nearly all the neutrals of Europe. That same week the Board of Trade figures showed that imports and exports totalled more than was the case a year earlier, and the biggest increase in exports was for manufactured articles. In imports



the greatest increase had been under food, drink and tobacco, proving the resources in spending power of the nation and also the ineffectiveness of the enemy's blockade measures.

The tendency of the people to "carry on" as usual while awaiting further developments was shown by the revival of night life in big centres. Towards the end of the year the theatres, night clubs and restaurants of London's West End were almost normal again, after having been virtually dead for a time, though uniforms largely replaced evening dress. Repertory companies were planning new "seasons" at numerous provincial theatres, and at least half a dozen musical comedies were doing good business in the West End by January. In sports, football certainly was badly hit by the wartime conditions, and it was suggested that the football public had lost much of its interest for the game owing to the queuing at the tables of points in the over-commercialized leagues and cup competitions. It was even complained that dog-racing interfered with the "game" of such games as were played by professionals. The big membership of many young men in the numerous cycling clubs was affected by enlistments, and club meetings were mostly cancelled during the autumn, but before the end of the year not even the black-out regulations had prevented the majority of clubs again having their time at the weekend, or organizing cycle races. The two hundred youth hostels in the country were still open, and proved a boon to the cyclists. Pigeon fanciers were reduced to holding short races, so they could no longer get their special train and other transport facilities, but they refused to give up their hobby altogether. In this they reflected the spirit of less specialized sportsmen and, indeed, of the British public as a whole. Those who had lost sport by the cancelling of "abouts" were consoled by the official encouragement to shoot wood-pigeons - which were accused of eating more of our crops than we could afford in wartime.

On the whole, abnormal weather conditions throughout January interfered with sport more even than the war. The first part of January, after a cold December, was the coldest in Britain since 1891. At many points along the coast the sea froze. The Thames was frozen for about eight miles between Teddington and Surbiton, and also at Kingston. Twenty-five degrees of frost were registered in London, more at many places in the





lain, expressing in his reply his regret at the Minister's decision, paid what he called "my sincere tribute to your work in the War Office and to the important reforms you have carried out."

That was all the information vouchsafed to the nation by its sphinx-like Prime Minister, except that his letter was addressed to "My dear Laidie," who was assured: "It is a great satisfaction to me that there is not now and never has been any difference between us on policy and in particular on the necessity for presenting the war with the utmost determination to a successful issue." This assurance was recalled for, because the public was plainly quite unprepared for the War Minister's resignation. When Parliament re-opened ten days later, Members were prepared for a fierce debate, but

country. Stretches of the Mersey, Humber and Severn were covered with ice. As the snowfalls increased later in the month, transport by rail and road was interfered with, though the worst came with a partial thaw in the first week of February. These remarkable weather conditions remained undescribed in the Press or in the B.B.C. news bulletins until the end of January. Weather news generally had been suppressed from the start of the war, to avoid giving information to the enemy.

Against these comparatively placid events the Ministerial changes announced from 10 Downing Street on the evening of January 5 caused a sensation, at least in the Press. Mr. Laidie Hore-Belisha, who had been regarded as the most successful Minister in Mr. Chamberlain's Cabinet, with the possible exception of Mr. Winston Churchill, had resigned his post as Secretary of State for War, while Lord Moomillan had resigned from the Ministry of Information. The King had accepted the resignations and approved the following appointments: Mr. Oliver Stanley, M.P., Secretary of State for War; Sir Andrew Duncan, President of the Board of Trade; Sir John Reith, Minister of Information.

It was, of course, the suddenly announced replacements of the War Minister which caused surprise and even some consternation. Mr. Hore-Belisha had held ministerial office continuously since 1920, when the first National Government was formed, and since his accession to the War Office in May, 1937, he had done most valuable work in modernizing the organization of the army, especially on "democratization" the officering of the service. Speculation was stimulated by the publication of Mr. Hore-Belisha's



#### 'GENERAL POST' OF EVACUATION

Many businesses, as well as schools, were evacuated from the big cities when war broke out. Once adequate air-raid shelters had been provided, many schools which had previously closed were allowed to re-open. The top photograph shows children at school undergoing a general inspection above, staff of the Ministry of Health in what was formerly the salarist of a health establishment at Blackpool.

Photos: P. C. Kingston

letter to the Prime Minister, declining an alternative post which it turned out, was the Board of Trade: "I wish," said the ex-Minister, "I had felt able to accept the important office which you have been good enough to offer me in your reconstructed Government, but for the reasons I gave you verbally this morning I unhesitatingly cannot see my way to do it." And Mr. Chamber-

lain, beforehand his feeling had got round that there was to be no quarrel, and that the late Minister accepted the situation. Mr. Hore-Belisha told the House that in conflict of views and no want of confidence had existed between him and his colleagues, while on the general subject of his many reforms he had not thought that the Army could be quite too democratic to fight for democracy.



"I have always thought, as an idealist," he said, "that the Army should be part of the nation and not apart from the nation." Mr. Chamberlain amplified his former tribute, and denied any knowledge of "any serious difference of opinion between my right honourable friend and the Army Council or any member of it."

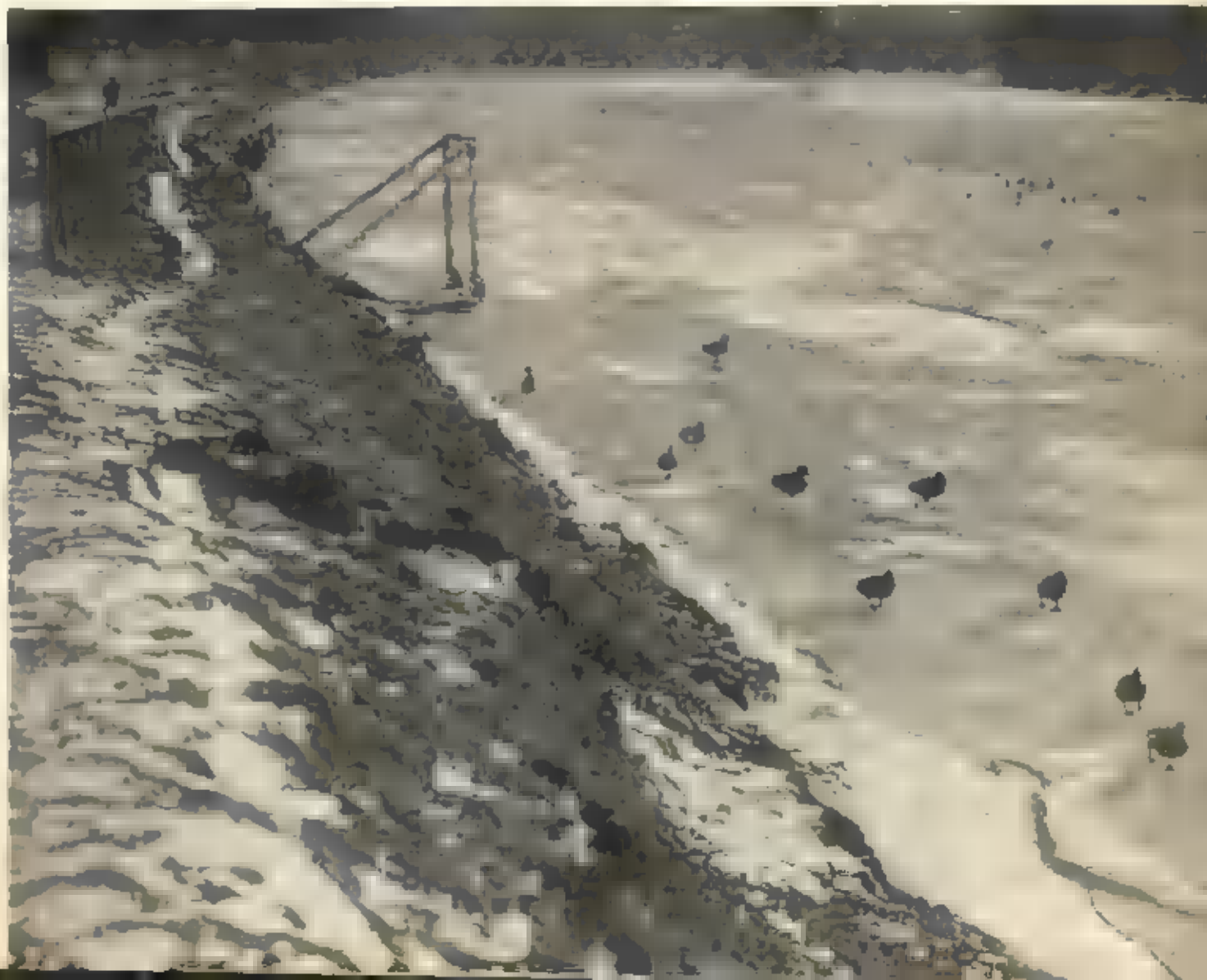
The House of Commons soon dropped attempts to probe into the petrolol affair, and Opposition Leaders took an opportunity to air criticism of the composition of the Cabinet. It had been generally felt for some time that a smaller War Cabinet, consisting of members not burdened with departmental duties, should control the conduct of the war. The Government showed no intention of listening to such proposals, but early in the following month the Prime Minister sprung another surprise by confessing that the effective control was in the hands of a "Big Four"—as the Press put it—of Ministers who formed a kind of inner cabinet under the presidency of Lord Chatfield.

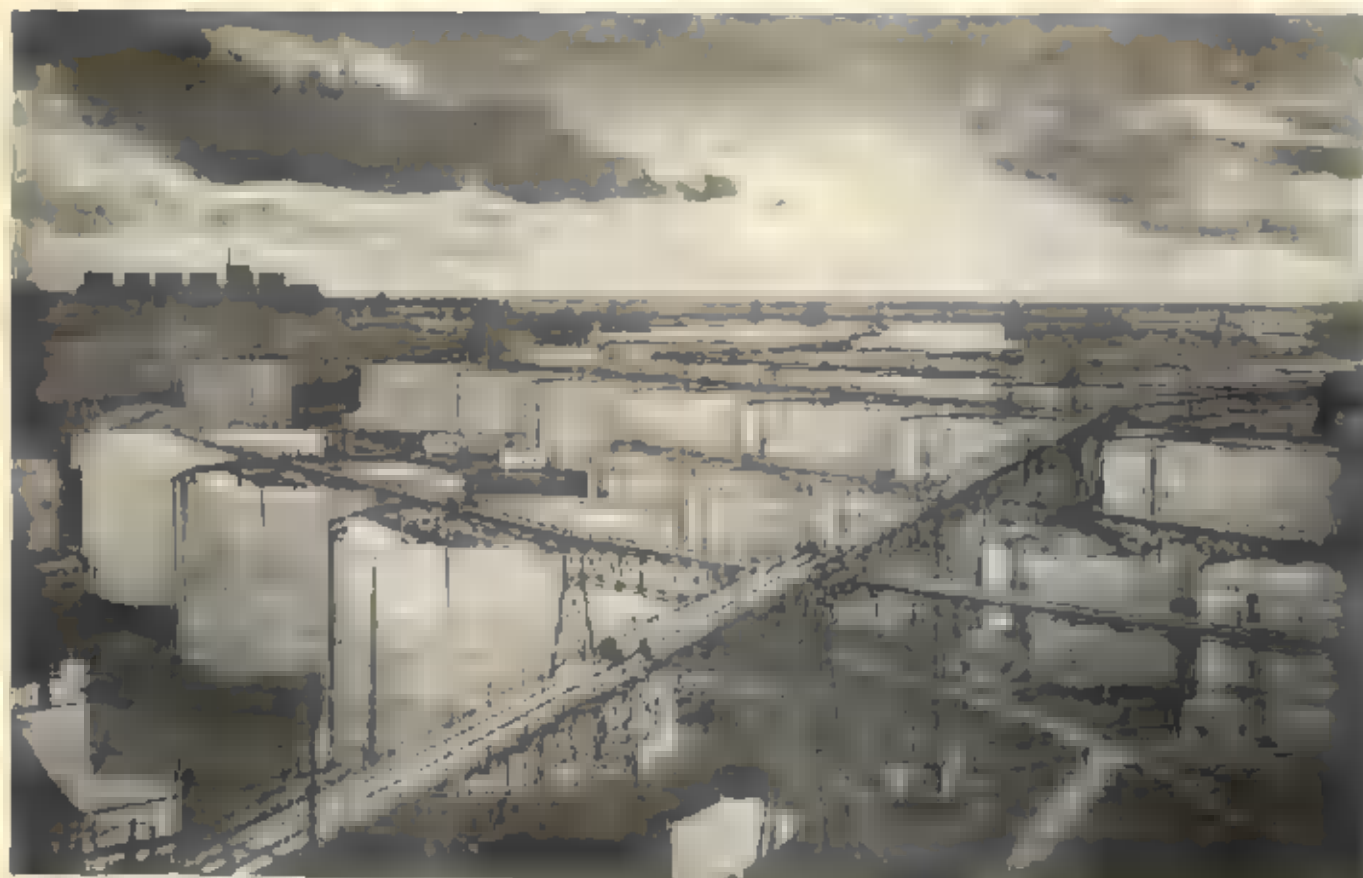


#### RIGOURS OF A BRITISH WARTIME WINTER

Some idea of the severe weather which beset Britain as well as the Continent during the winter of 1940-41 may be gained from these photographs. Above, a car is almost buried in the snow at Penilton, near Macclesfield. Below, ducks swimming on the ice-bound river at Toddington, North. The Thames was frozen over for the first time for 100 years.

(Photos by Fox Photos)





### FAST OIL DEPOT AT ROMANIA'S BLACK SEA PORT

Constituted, with a dock area of over 150 acres an important seaport of Rumania. It exports an immense quantity of petroleum, for which many storage tanks can be seen in the photograph above. Constantia lies on the Black Sea, in that province of the Dobruja which has long been a zone of contention between Bulgaria and Rumania.

Photo: M. Henschel

In the First Great War the states of Serbia and Montenegro later incorporated into the new Kingdom of Yugoslavia had been allies of Britain and France. In summary, Anglo-French aims in south-eastern Europe were these: Britain and France wished these countries, under the leadership of Turkey, to incorporate and form a united front capable of resisting aggression from any quarter. At the same time the Allies tried to prevent the natural resources of these countries being used by Germany to circumvent the Allied blockade.

German aims, in accordance with Nazi psychology were of a dominating character. Ever since Hitler's advent to power the dream of Nazi economists had been an industrialized Germany and an agricultural Balkan hinterland. The countries of south-eastern Europe were not encouraged to develop their own industries. Rather did Germany look to them to supply the cereals, wheat, cattle and oil necessary to the maintenance of her manufacturing population. The exchange of German industrial products for Balkan natural products had, under unscrupulous Nazi

mercantile methods, given Germany almost a stranglehold on Balkan trade. By selling their products on credit, most of the Balkan countries had accumulated credits within Germany, in liquidation of which Germany forced them to take German manufactures. Ever present in the Nazi mind had been the spectre of British blockade, but so long as Germany had this immense hinterland to draw on she felt to some extent reassured.

It was significant that the most ardent supporters among Nazi industrialists for this Balkan "granary" policy were those who had identified themselves earlier with the dreams of a Berlin-Baghdad railway. A powerful argument, which Germany did not hesitate to use was the presence of the ruthless armed forces of the Reich near the frontiers—an argument which after the successive rape of Austria, Czechoslovakia and Poland was not lost on the Balkan nations.

Italy's interest in south-eastern Europe, apart from her considerable trade and investments, was to reinforce her position as an Imperial Power. With Hungary and the Balkan countries

to draw on, she would be much less dependent on supplies from overseas, all of which had to pass through the Straits of Gibraltar or the Suez Canal, both under British control. Politically, as a Power with unextinguished aspirations, the troubled state of the Balkans might be utilized to further Italian expansionist aims. Italy's friendship with Hungary, also a Power with a grievance against the Peace Treaties, was very close, and the opportunist policy of these two countries in the Balkan area had been a powerful factor against stabilisation.

The disagreements between the Great Powers accentuated those among the countries of south-eastern Europe. Britain's interest with Turkey in maintenance of the status quo (except in so far as **Conflicting** it could be altered by **Interests** arbitration) ran counter to the policy of Italy and Hungary. Germany's desire to see the Balkans and Hungary geared up to the Nazi industrial machine was in conflict with the interests of both Britain and Italy. The Balkan States were suspicious of each other and distrustful of the Great Powers.

This was the position when Russia's undeclared war on Finland, beginning on November 30, introduced a new factor into the situation and promised

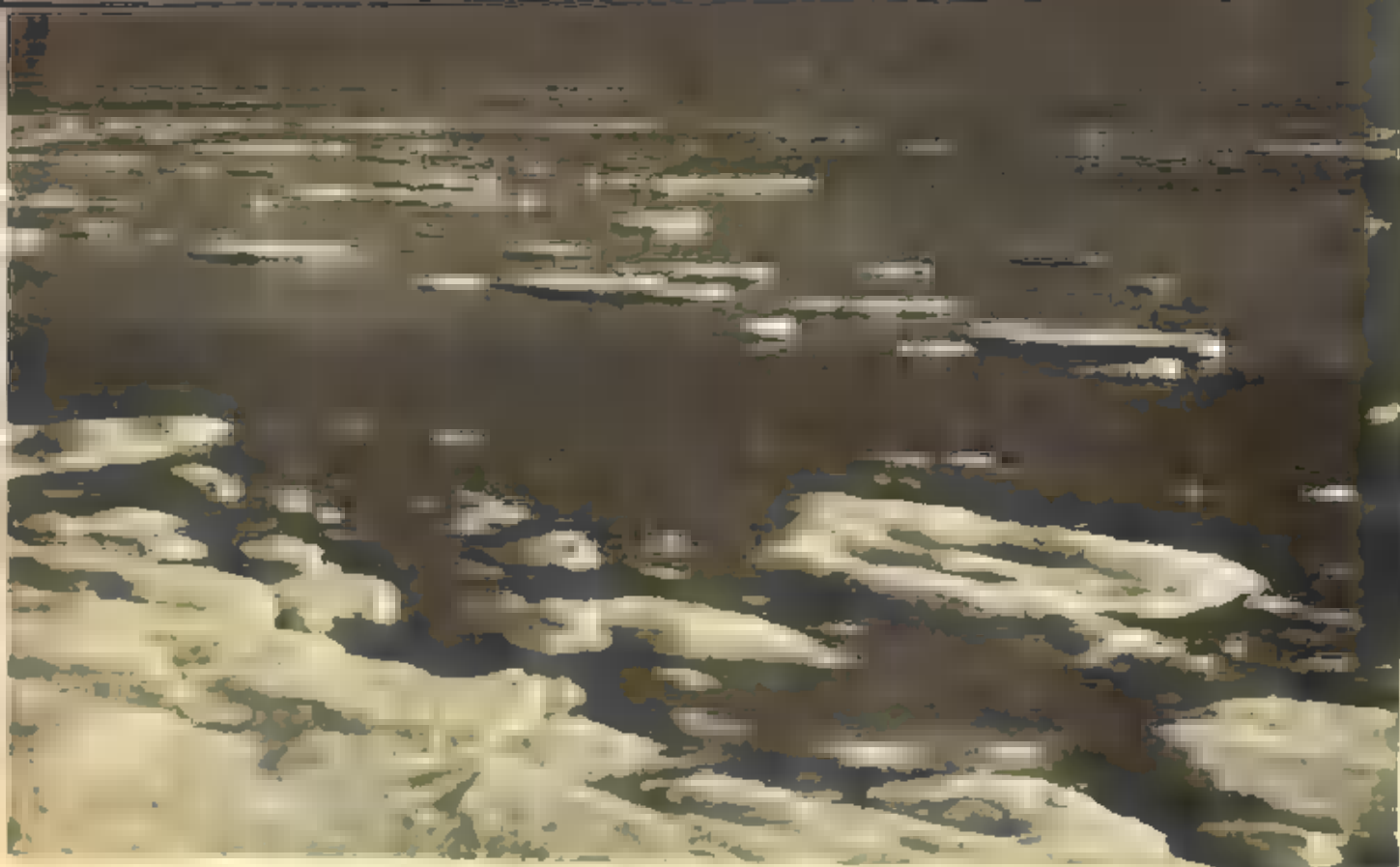


#### THE PLOUGHSHARE PROVES A VITAL ARM

The hard winter of 1939 caused considerable delay in the ploughing up of grassland, for which the Government granted to farmers a subsidy of £3 per acre. As soon as milder conditions prevailed ploughing went on from dawn to dusk—and even by moonlight. Our photograph shows grassland being turned over by the plough at Muttonand in Yorkshire.

*Photograph by*





#### WHEN BRITAIN WAS IN WINTER'S ICY GRIP

The extreme cold which prevailed during the winter of 1939-40 in Britain no less than on the Continent is well exemplified in these two photographs, the one showing a snow-bound train, one of many that were held up in this manner, and the other depicting ice-floes on the South-East coast. So severe was the cold at this spot that the tide was prevented from reaching within 1,500 yards of the shore.

*Picture Postcard "L.P.C."*





#### A NERVE CENTRE OF A.A. DEFENCE

Here is a scene in one of the Control Centres of the Observer Corps, where messages are received from observation posts regarding the movements of all unidentified aircraft approaching or flying over any part of Britain. Around the table are the "plotters," who arrange the symbols according to reports received. Clarifying these reports are the supervisors with them; "sinks," and on the dais above are "telers," who pass information forward to the Higher Command of the R.A.F. Seated high in the corner is a "recorder," who plots an accurate record of every track.

# A MULTIANI 1940



## ROMANIA'S KING IN THE COVETED PROVINCE

In January, 1940, King Carol of Romania paid his first official visit to Bessarabia since his accession to the throne, and in the course of a speech emphasized Romania's determination to defend that province and all her frontiers against aggression. Above, King Carol is seen with M. Tataru, the Prime Minister, arriving at Constanta.

*Photo, Unepress.*





#### ITALY AND HUNGARY AFFIRM COMMON INTERESTS

**Mussolini**, left to right, **Ciano**; **Count Teleki**, Hungarian premier; **Count Cukky**, Hungarian foreign minister; and **Signor Mussolini** photographed on the occasion of the Hungarian **Mussoni**'s arrival in Rome on April 17, 1939. The problems of Central and Eastern Europe were discussed in a series of talks.

*Photo, Negatives*

to bring into alignment the policies of at least two of the Great Powers, namely, Britain and Italy. Both were averse to an extension of Bolshevik influence in the Balkans, while Stalin's approach to Rumania's oil wells could hardly be welcome even to Germany. Faced with the joint Nazi-Bolshevik threat, the movement for Balkan unity against aggression gained new impetus. The prospects of such unity depended largely on Italy, and a survey of Italian policy will, therefore, serve to explain many of the diplomatic shuffles behind the Balkan scenes.

In the early stages of the Second Great War the attitude of Italy, the only major non-belligerent, was anxiously watched by the small-

#### Italy

**'On the Fence'** of south-eastern Europe, Italy deemed

it in her interest to keep out of war and to reduce to a minimum the hardships caused to her economy. At the same time, with the Allies and Germany heavily engaged elsewhere, she was presented to her an opportunity for extending influence in the Balkans. She first endeavored to dispel the suspicion created by her invasion of Albania a few months before, and withdrew her troops on the Albanian-Greek frontier—a gesture much welcomed by Greece. The next move was forced on Italy by reported Soviet

activities on the Hungarian frontier, following Russia's invasion of Poland and later of Finland. Although Mussolini did not openly commit himself to sharing the sympathies of the Italian people for the Finns, fear of Bolshevik expansion in the Balkans led to a meeting of the Fascist Grand Council early in December, 1939, and a statement was issued.

The Council referred for the first time unequivocally to Italy's extended interests in the Danube and Balkan area, but Italy's ties with Germany were reinforced. No mention was made of Soviet Russia. This statement was interpreted by some observers to mean that Italy did not wish to drop her intimate Axis connexion with Germany, while it might still be useful in furthering her own unattained aspirations—at the same time, while she wished for Balkan unity against possible Russian aggression in south-eastern Europe, Italy did not wish this unity to be attained under the aegis of Turkey, now allied to Britain. Italian policy was carried a step further in a speech by Count Ciano, the Foreign Minister, towards the middle of December, 1939. He

claimed that Italy, through the annexation of Albania, had become a Balkan Power and that her interest in the Peninsula was justified in history, by geography and by tradition. After reviewing the friendly relations enjoyed by Italy with each Balkan Power and with Hungary, he said that it was in their common interest to maintain peace in that area. Italy, therefore, watched with deep sympathy every effort by those small nations to settle their differences peacefully, and was willing to give advice and help.

At the same time Count Ciano discounted the utility of forming a Balkan bloc, purely because its formation would be impossible without Turkey, and Turkey's policy was in harmony with that of Britain. Nor could such a bloc be formed without Hungarian participation, and so long as Hungary insisted on satisfaction of her claims against Rumania (especially regarding Transylvania), unity could not be obtained. As it became ever more apparent that Germany was deeply involved with Russia, whose Bolshevistic ideals were the antithesis of Italian Fascism, Italian policy seemed



Hungary's town of ~~1944~~ Kassa drew her near to Italy to have an impeccable lot of Italian Jews. Above a panorama of Hungary's beautiful capital, Budapest, with the Danube flowing in the background. During the summer of 1939 Hungarian forces occupied Budapest for three months, and this was one of the reasons for Hungary's long-standing enmity against Germany.

to view more towards that of the  
Allies.

with Germany and the Allies. It is turned out that the danger from Russia and German-Russian friendship should be overestimated or should recede, she would still remain unprotected in her own camp.

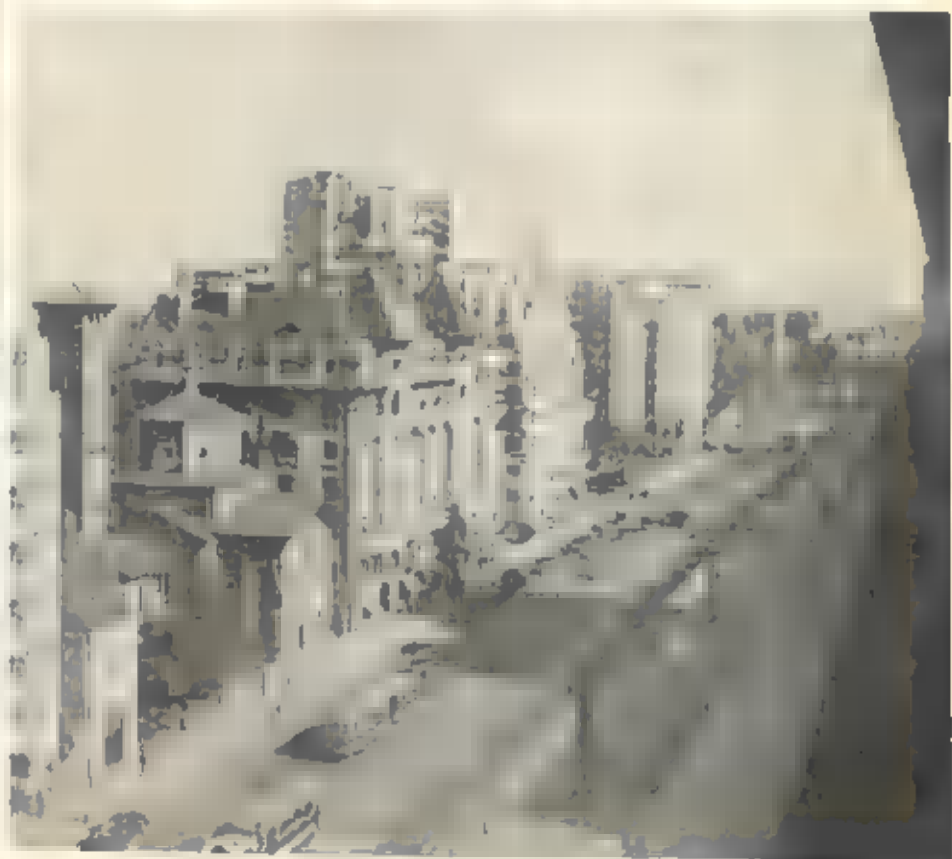
Empire, had invaded Hungary, pillaged the land and—in Hungarian (modernized)—seized large stretches of territory in defiance of justice and the orders of the Allied Supreme War Council.



#### CAPITALS OF FOUR BALKAN STATES

Above—left, the modern cathedral of St. Alexander Nevski at Sofia, capital of Bulgaria; right, the ancient Acropolis, dominating the city of Athens, lovely capital of Greece. Below—left, ministerial buildings in Belgrade, capital of Yugoslavia; right, modern architecture in the Boulevard Strahin in Rumania's capital, Bucharest.

Photos: Duncan Lauch, Paul Popper, M. Housheer







#### BALKAN BREEDING GROUNDS OF DISCONTENT

The map above shows areas shaded which gave rise to considerable friction among adjoining states. After the First Great War Rumania was given Transylvania (formerly Hungarian), the Bukovina (formerly Austrian), and Bessarabia (formerly Russian). Part of her south-eastern province of Dobruja had been taken from Bulgaria during the Second Balkan War of 1913. The Dodecanese (Aegean Islands), subject of Greece, is also the subject of territorial claims by Bulgaria.

in recovering her lost province than would Italy. It was not long in discovery that the discovery of a "separate" conspiracy in Transylvania was followed by the repetition by Great Powers of Hungary's revisionist claims. Further, the two countries considered, if a military alliance had been concluded between Italy and Hungary, how Italy could get material aid to Hungary with whom she had no common frontier. The obvious route would be through

a suspicious Yugoslavia, on whom Hungary also had territorial claims. Hungary's contribution to unity in south-eastern Europe seemed to grow smaller as the present war progressed.

Hungary's threatened territorial claims did not intimidate King Carol of Rumania. In many respects the

position of this country was the most unhappy. In the north was Russia, with claims on the Rumanian province of Bessarabia. In the east was Hungary. In the south Bulgaria vented her grievances regarding the Dobruja territory, which she had received by the treaty of Bucharest in 1918 but had lost to Rumania in 1920. Russian soldiers now stood on the old frontier of Poland, a former ally of Rumania. The Germans were pressing exorbitant economic demands on Rumania. British, French and Italian agents were active. But through the first three months of the Second World War Rumania presented an outwardly calm facade.

In the middle of November Germany sent a strong economic mission to Rumania under the leadership of Dr. Hjalmar Schacht to obtain increasing quantities of Rumanian oil and to solve the difficulties of Danubian transport. Soon afterwards Lord Lloyd, President of the British Council, arrived, with the reported aim of strengthening Anglo-Rumanian relations and furthering the establishment of a Balkan bloc under the leadership of Turkey. Visits of Rumanian diplomats to Turkey and Yugoslavia were frequent. Rumania's resources were of supreme importance for the German economy. Six months before war broke out Germany had signed a five-year economic agreement with Rumania which, in the words of the German negotiator Dr. Wohlfahrt, "comprised almost the whole field of economy of the two nations." The markets of the two countries were made complementary to each other. But the outbreak of war interrupted the plan.

#### NAZIS' COMMERCIAL TRAVELLER

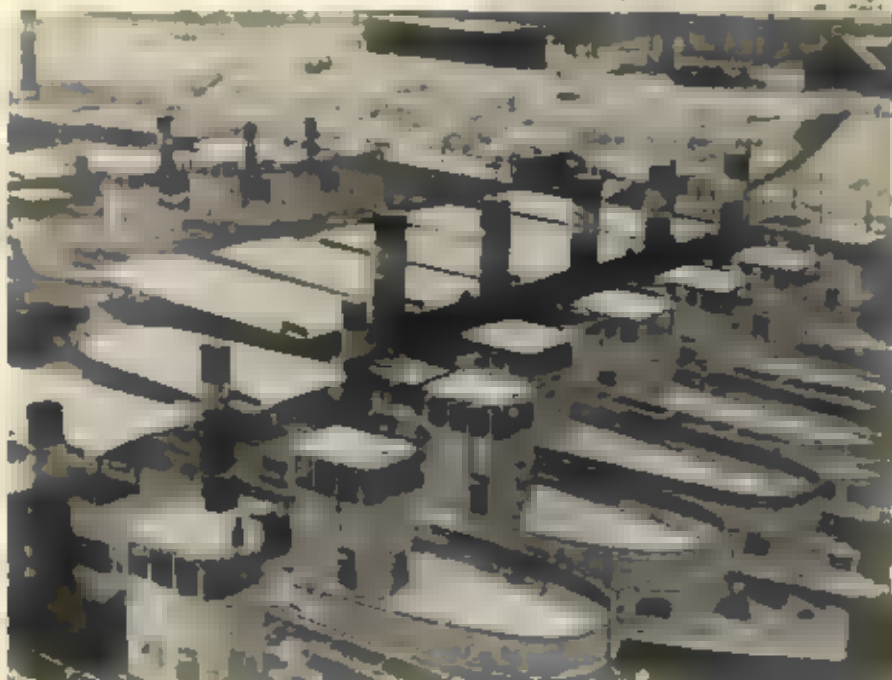
Dr. Karl Guderer below left, Nazi economic expert, reported from Bucharest another in an effort to secure more of the raw materials Germany required badly, in particular oil from Rumania, tank cars laden with which are seen below at Ploesti, ready for transport to the Reich.

(Photos: London News, T.N.V.)



quite apart from the fact that King Carol, a shrewd monarch, had no wish to "put all his eggs in one basket," and did not watch with complacency the gearing of the Rumanian market to the German war machine.

The first concern of Dr. Clodius was to obtain a more favourable rate of exchange for the German mark in relation to the Rumanian lei. He pointed to the fact that the lei had decreased in value, on which Rumanian experts countered that the prices of Rumanian products, owing to German demands, had increased. In ordinary times it paid Rumania to exchange her agricultural and mineral products for German machinery, but now that world prices of wheat and oil had risen, she preferred foreign currency to German industrial products, which she could



#### ICE HOLDS UP DANUBE TRAFFIC

The freezing of the Danube during the 1939-40 winter prevented much-needed supplies of Rumanian oil from being transported by river to Germany. This is a typical landing-stage on the ice-covered river and many steamers at their moorings, waiting for the thaw to come.

Photos, Hulton

then buy cheaper elsewhere. Germany pressed her demands so roughly that the Rumanian Cabinet, under the premier, Argetonanu, resigned.

Dr. Clodius made a hurried departure from Bucharest, and though, when he returned some days afterwards, he was able to get an agreement, it was on less favourable terms than he had hoped. Instead of getting 10 per cent of Rumania's oil production, only one-third was allotted to Germany. The rate of the lei was fixed at 1050 to the mark instead of 75, as Dr. Clodius had demanded. To get the materials to

Germany, Dr. Clodius offered to supply 180 locomotives and 3,000 wagons. One of the allegations of the German delegation was that Rumania's oil production had decreased in recent years owing to deliberate sabotage by French and British companies, which, as previously mentioned, owned a large part of the capital invested in the oil industry. The Germans also alleged that Anglo-French interests had purchased most of the Rumanian petrol. A successful Anglo-French economic action was the leasing and laying up of all available Danube lighters. Since the Germans

were dependent on the Danube route, they had to pay fantastic prices for the hire of the few lighters left.

In peacetime Rumania's chief exports to Germany had gone via the Black Sea and Mediterranean, but the British blockade put a stop to this. The direct rail-way routes between Rumania and Germany

#### Russia's Threats to Rumania

were said to be in a deplorable state owing to neglect by the Russians, through whose territory, acquired from the Poles, the lines ran. (This neglect may have been a matter of deliberate policy.) While negotiating with the German King Carol had to face Russian demands. The "Communist International," the Moscow organ of the Comintern, declared on December 6, 1939:

"A policy of unceasing oppression and exploitation of the masses exists in Transylvania, Bessarabia, the Bukovina and Bukovina. The Communist urge all workers to take up the decisive fight against war agitators, reactionaries and Chauvinists who inflame the Rumanian people against the oppressed minorities."

The same newspaper referred to the necessity for a mutual assistance pact between Russia and Rumania on the lines of those signed by the Baltic States.

"Troublesome," said the paper, "the pressure of Russia's pacts with the Baltic States have not been lost on Rumania. Rumania has been able to convince herself that in the war between Germany and Poland the Western Powers could not help their Ally."

King Carol's answer to these demands and to those of Hungary was practical and to the point. It was announced



▲▲ CAROL'S MOAT, ■■■ NATURAL BARRIER  
B. = BUKOVINA, C. & M. = CARPATA & MARAMUREŞ

### RUMANIA'S DEFENCES

Bucharest announced on January 12, 1940 that a defensive system existing for some 100 miles along the Hungarian and Rumanian frontiers had almost completely disappeared. Known as "Carol's Dyke" and system comprised a moat 40 feet wide, concrete traps and pill boxes. The moat linked up with numerous rivers and lakes.

that Rumania had completed an intricate system of fortifications around her frontiers including a 10-foot-wide moat in various points. On the Hungarian frontier fortifications based on those of the Maginot Line, with an intricate network of tank traps, pill boxes, communication trenches and underground passages were completed and tested by artillery fire. King Carol travelled from one end to the other of his domain and made three important speeches. At Oradea Mare near the Hungarian frontier, he said on Christmas Day:

Rumania attaches great importance to her frontier defenses. Rumanians wish for peace. We have no intention of taking that which does not belong to us, but we will defend our own.

At Constantza, in the east, King Carol confirmed Rumania's intention to defend her integrity and independence.

While at Tatarcea, the Rumania's Premier announced that Rumania would mobilize all labour in the fields and in factories to maintain national unity. But the king's most important speech was made in the presence of Bessarabia acquired from the Bolsheviks after the collapse of the Tsarist Empire. He said:

"Every time I come to this corner of the earth between the Pruth and the Danube I remind you that I come to a country which has been, is, and always will be Rumanian land."

The cities which have for centuries been centres of a frontier for all the centuries of what will eternally be Rumanian.

Italian influence made some progress in Rumania during the first three months of the second Great War, partly by the conclusion of a subsidiary alliance agreement, but especially because of Italy's reported attitude to Hungary to desist from her claims on Rumania, and of her anti-Bolshevik stand.

Generally speaking, Rumania's sympathies and interests were with the Allies. She was not, however, prepared to make territorial concessions to either Hungary or Bulgaria to further the cause of Balkan unity. Rumania was a member of the Balkan Entente (the other members of which were Turkey, Greece and Yugoslavia) sympathized with and had everything to gain by a common front against aggressors, but had also to take into account her proximity to Russia and Germany, while remembering that Britain who was pledged and in the event of German aggression, was much further away.

Bulgaria the smallest Balkan country, had a very strong strategic position. Situated between Rumania, Yugoslavia, Turkey and Greece, her frontiers were important for all four Powers. Since Turkey's entrance to the Dardanelles was unavailable to frontal attack, Bulgaria held the key due to the Straits and her value as an ally to an aggressive power, either Russia or Germany was unquestionable. Bulgaria's attitude to a united Balkan front had been consistent ever since the year 1914-15. She continued the use of force for the satisfaction of her claims, especially as regards the Dobruja, but was not prepared to lend

support to the united front until they were satisfied, or until at least some promise of satisfaction had been given. Her Government's policy was further complicated by the facts that King Boris was linked through marriage with the Royal Family of Italy, that the Bulgarians were pro-Russian in sentiment, and that economically the country was largely dependent on Germany.

On the other hand, while Turkey, Greece and Yugoslavia were convinced of the wisdom of satisfying, at least in part, Bulgaria's claims on Rumania, they wished to know that these demands would stop there.

A speech by M. Kolarov, Bulgarian Premier, in the summer of 1939, reaffirming Bulgaria's claims to her 1913 frontiers, made the three countries reluctant to take the initiative. Within Bulgaria's 1913 frontiers had been included territories of Yugoslavia and Greece. In particular, the cession of part of Thessaly to Greece after the war of 1914-18 also had lost her former coastline the Aegean. Rumania's invasion of Finland was a shock to much of the pro-Russian sentiment among Bulgarian hard-working and democratic peasants, but did not materially alter their regard for their great brother, who had assisted them so often in the past. Some of the war with Finland received scant publication in the press. Russia showed her appreciation by concluding a three-year commercial and navigation pact with Bulgaria in January 1940, providing for greatly increased trade between the two countries. This treaty

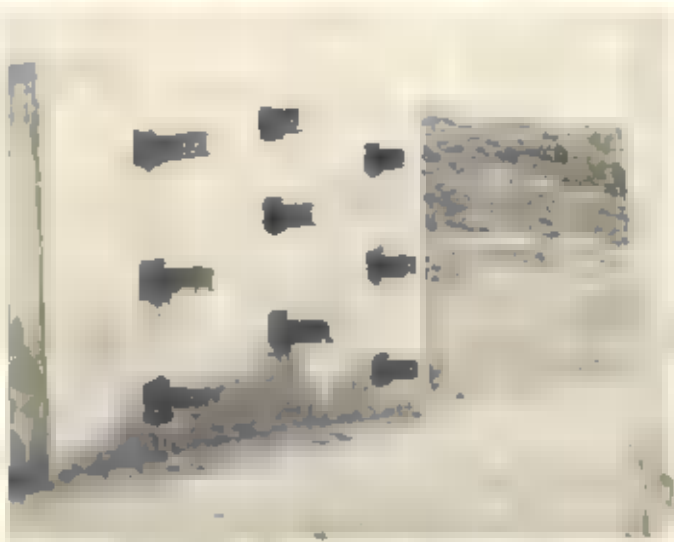
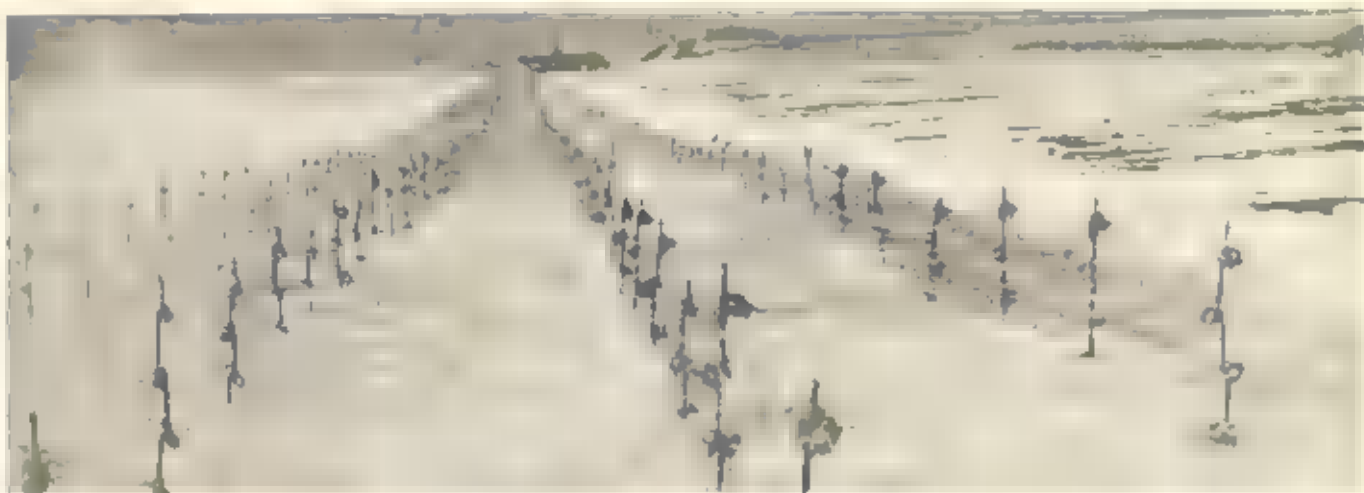


### RUMANIAN CABINET CHANGES

■ Argenceanu, 57, Minister of Commerce, resigned on December 23, 1939, after holding office only two months, at a result of Germany's exorbitant economic demands upon Rumania. He was succeeded by ■ Tatarcea, 49, a former premier.

Photo, W. H. World Magazine

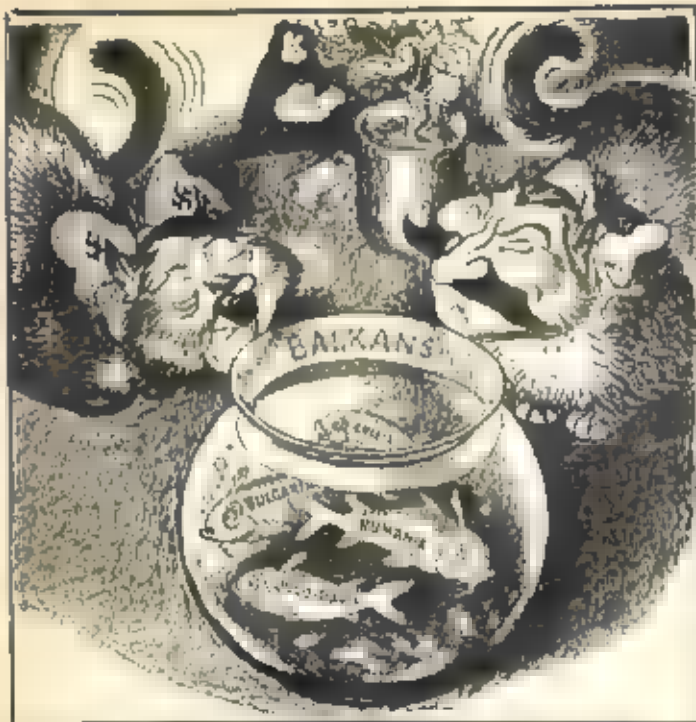




### RUMANIA STANDS IN READINESS

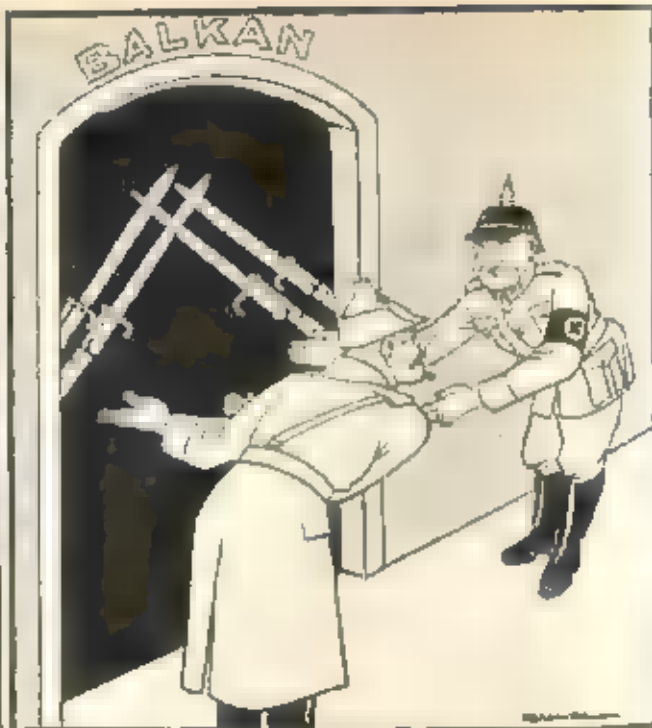
That Rumania envisaged the worst that might befall her, and prepared to cope with any possibility of aggression, is shown by the photographs in this page, which depict: top, rows of barbed-wire entanglements erected along the frontier facing Russia; left center, metal bats, capable of electrification, in a section of the concrete batteries which line Rumania's frontier; right center, an enormous tank barrier in Eastern Rumania; bottom left, men and women waiting to pass through a gas chamber in Bucharest.

Photos, U.S. Herald—Reynolds



"What, me? No, I never touch goldfish"

By Wignamouth from the "Daily Mail," London



Won't you please go first? No, thank you, after you!

From "Illustrated," London

also promised Bulgaria some relief from German economic domination.

Britain meanwhile concerned herself with efforts to bring Bulgaria into a Balkan bloc, and it was believed to be largely due to Britain's initiative that

Turkish troops concentrated on Bulgaria's southern frontier in the early weeks of the war were withdrawn. In the phony of these troops Turkey had been acting up to her obligations to Yugoslavia, Greece and Rumania,

with whom she was allied in the Balkan Entente and who might have been threatened by active Bulgarian operations. Britain's subsidiary efforts were crowned by the visit to Sofia of W. Menemencogli



"HONEST, BENITO, WE'RE ONLY WARMING OUR HANDS"

1919

Turkish Under-Secretary for Foreign Affairs. Both countries exchanged of their desire to respect each other's integrity, while a Bulgarian declaration that Bulgaria desired neutrality was interpreted to mean that she would not identify herself too much with Russian policy. But Russian propaganda against the Allies remained active, and the question whether Bulgaria would cooperate in a Balkan bloc was left unanswered for the time being.

Even more cautious than the policy of Rumania was that of Yugoslavia, a kingdom formed after the First

#### Yugoslav Policy

Great War by the Union of Slavonia, Croatia, Dalmatia and Bosnia (formerly parts of Austria-Hungary) with Serbia and Montenegro. The sympathies of most Yugoslavs were undoubtedly with the Allies, but the by no means satisfactory state of the country's defenses and the existence of common frontiers with Germany and Italy called for great circumspection on the part of her statesmen. Especially after Italy had occupied Albania, Yugoslavia was susceptible to Italian policy, and her fluctuating attitude towards the formation of a Balkan bloc varied with Italy's attitude. Yugoslavia was also sensitive to Hungary's claims, the moderation of which in recent months she had owed to Italian influence on Hungary. The position of Yugoslavia was further complicated by internal differences between Croats and Serbs, by economic commitments to Germany, and by the presence of unruly elements in Macedonia and elsewhere where passions could be stirred by interested Powers. Following frequent contacts

with other Balkan diplomats M. Cincar-Markovitch, the Yugoslav Foreign Minister, in January defined his country's policy as follows:

"Yugoslavia has upheld the principle that she must maintain good relations with all Great Powers and must arbitrate all quarrels with neighbours which might lead to an international conflict. . . . Yugoslavia has no claims on foreign countries and has no vital interest in those questions which have caused war between the Great Powers. In this sense, Yugoslavia will support any attempts to remove reasons for conflict between the Balkan and Balkan Powers, but the success of these attempts is dependent on many circumstances. Yugoslavia is determined to maintain strictly her neutral policy."

Yugoslavia's cautiousness led even to reluctance to agree to a meeting of the Balkan Entente Powers with whom she was allied, but this meeting was nevertheless fixed to be held in Belgrade on February 2, 1939.

Greece, like Yugoslavia, was intent on maintaining good relations with all her neighbours, but Britain's guarantee of her integrity and her long-standing friendship with Turkey guided her policy. Count Ciano, the Italian Foreign Minister, declared in his speech in December (mentioned earlier in this narrative) that the creation of a joint Italo-Greek frontier through Italy's conquest of Albania had served to clarify their general relations. Inspired Greek comment underlined the Italian Minister's friendly reference to Greece, and the withdrawal of Italian troops

from the Albanian frontier was warmly appreciated. But suspicion of Italy's real intentions persisted throughout the Balkan countries. In Yugoslavia, for instance, Italian activity was thought to be responsible for unrest in Croatia and Slavonia.

Of all the Balkan countries, Turkey was the only one with a fixed and consistent policy. She maintained this in spite of a terrible earthquake which devastated her Anatolian provinces in December, 1939. Developments in Turkey following the conclusion of the Anglo-Turkish pact, her reactions to Russia's attack on Finland, and German efforts to create difficulties between Turkey and Russia are the subject of a separate Chapter in this History.



#### BALKAN STATESMEN IN

Above, von Ribbentrop is in conversation with the then Bulgarian Prime Minister, M. Kisselevanoff, on the latter's official visit to Berlin in July, 1939. Below is a scene at the Little Entente Conference in February, 1940. In the front row, from right to left, are Dr. Markovitch of Yugoslavia; General Simas, Premier of Greece; Dr. Turkish Foreign Minister; and General, Rumanian Foreign Minister. Photo: White House; Keystone.







#### MASS COLONIZATION OF LIBYA

Libya was included in the national territory of Italy on October 26, 1912, and three days later colonization began with the sailing of 15 liners, carrying 30,000 immigrants, some of whom are seen above disembarking at Tripoli. Left: Marshal Balbo, Governor-General of the colony, is chatting with colonists before they embark. Right, a typical Italian settler. Below, a newly built village in Libya, waiting to receive the colonists.

(Photos, *Newsweek*; Photo, *World Weekly*; Associated Press)



# ITALY'S POLICY AS A NON-BELLIGERENT: GUARDED AND NON-FRIENDLY NEUTRALITY

*Italy's Declaration of Non-belligerency—Her Abortive Expansionist Designs—The Mediterranean Question—Preserving the Status Quo in the Balkans—Colonization of Libya: a Magnificent Experiment—Italy Needed Peaceful Years—"Shock" of the Nazi-Soviet Rapprochement—No Longer Bound to any Foreign Power*

When, on September 1, 1939, the Allies were on the point of declaring war upon Germany, Fascist Italy announced dramatically that she would "take no part in hostilities." As she slowly gathered momentum, this policy was several times reaffirmed, both in the Italian press and in the terse, blunt speeches of Mussolini. Had the struggle been confined to the Allies and Germany, Italy's attitude of detachment—such as possible, in world affairs, by a secret clause in the Rome-Berlin military alliance—would probably have continued unaltered. But neither she nor the world at large had reckoned with Russia. In attacking Poland, and later Finland, Russia aroused the indignation of the civilized world.

While sharing this indignation to the full, Italy's reaction was not confined to the moral plane. She sensed a threat to her vital interests. Not for nothing had she poured her legions into Spain during the Civil War: the "menace of Communism," which Hitler used merely as an electioneering phrase, was real to her now as then. She did not hesitate to make her position clear. "If Communism should attempt to advance towards zones of vital interest to Europe and Italy," declared Signor Gayda, Italy's leading journalist, "Russia will know how to reply." And on January 17 Signor Muti, newly elected secretary of the Fascist Party, stated that "Italy may at any moment find herself under the necessity of taking up arms."

What importance could be attached to these declarations of policy on the

### Three Reasons

part of Italian statesmen and journalists? From the point of view of the Allies, Italy's attitude was vitally important for three reasons, which will be discussed in turn. Although Italy had fought with the Allies during the First Great War, she had always borne a grievance against her former comrade-in-arms. It is true that in 1918, the year of her entry into the war, she was promised certain territorial concessions by the Allies in return for her support, and that in 1919 she received much less than she

was promised is also true. But the fault did not lie entirely with the Allies. Italy had been promised a large portion of the Turkish Empire, which was thought to be on the point of disintegration.

This disintegration certainly took place, but it came about in a way that no one had foreseen, and proved to be

the liberation of the Turkish people, who had hitherto been smothered by the weight of their own possessions. Consequently, instead of a divided Turkey which could be neatly parcelled out, the Allies were confronted with a nation so resolutely united that the presence of the British fleet at Constantinople failed to overawe it. Disgruntled and



CIANO SURVEYS ITALIAN FOREIGN POLICY

Ciano, Italian Foreign Minister, speaking to the Chamber of Fascist and Corporations on December 16, 1939. He summarized the development of Italian foreign policy since 1933, and explained Italy's attitude of "non-belligerency," at the same time confirming that a clause in the Italo-German alliance absolved Italy from going to war for a considerable period of time.

Photo, Phosphor News

internally unsettled, Italy was obliged to renounce her hopes of increased colonial territory. But she did not forget the sacrifice that she had made. And when, after nearly twenty years, her attack upon Abyssinia roused the hostility of the members of the League, she was disposed more than ever to regard Britain and France, holders of the largest empires in the world, as the obstacles to her imperial development. Hence, more grimly than cheerfully, she threw in her lot with Germany, the other great European power which considered herself humiliated. And thus there came into being that uneasy and unequal partnership, the Rome-Berlin Axis.

In spite of the conquest of Abyssinia and the seizure of Albania, Italy still regarded herself as a "have-not"

'Tunisia—  
Corfu—  
Jibuti—  
Nice!'

nation. Her "aspirations" (for thus she termed her demands) could be summed up in three words: Tunisia, Jibuti, and Nice.

During the early part of 1939 Italian agitation for Tunisia and Jibuti reached a strident pitch that France, who had held these territories since the end of the 19th century, was obliged to take elaborate precautions. With a rapidity which must have surprised the Fascists,

troops were dispatched to Jibuti and a series of fortifications were constructed along the Libyan frontier in the neighbourhood of the Maginot Line. Thereafter the agitation diminished in intensity, as he overshadowed towards the end of 1939 by events of much greater moment.

For the time being, therefore, Italy's expansionist designs were of a standstill. But Mussolini was always a statesman of the utmost shrewdness. He knew when to remain silent, and for how long at a time. And there was no doubt that he saw in this Second Great War a magnificent opportunity for his country. Little as Italy might wish to participate in the actual hostilities—and her people had had their fill of wars—she was not averse to participating in the Peace Conference. This time she would see that, so far as her own interests were concerned, justice was done. From the formation of the New Europe Italy, in Signor Ciano's words, "does not intend to be aligned." And that was not all. "A new Europe shall be built," he declared, "only when Italy's territorial claims are satisfied."

The second reason why Italy's attitude in the war was important from Great Britain's point of view was that both Great Britain and Italy were Mediterranean powers. It is true that Italy

was accustomed to look upon the Mediterranean as "her sea," and that she frequently resented the proximity of foreign naval bases to her long and highly vulnerable coastline. But in spite of occasional expressions of anxiety since in the popular press she was well aware that in actual fact the Mediterranean was far from being the "Italian lake" she declared it to be, and upon this recognition was based the first law of her foreign policy, which was never to provoke unduly the hostility of Britain. From one point of view Italy's naval power in the Mediterranean was strong. In the east she possessed the Dodecanese Islands and Rhodes; in the north, the Libyan bases of Tobruk, Benghazi, and Tripoli; in the centre, the

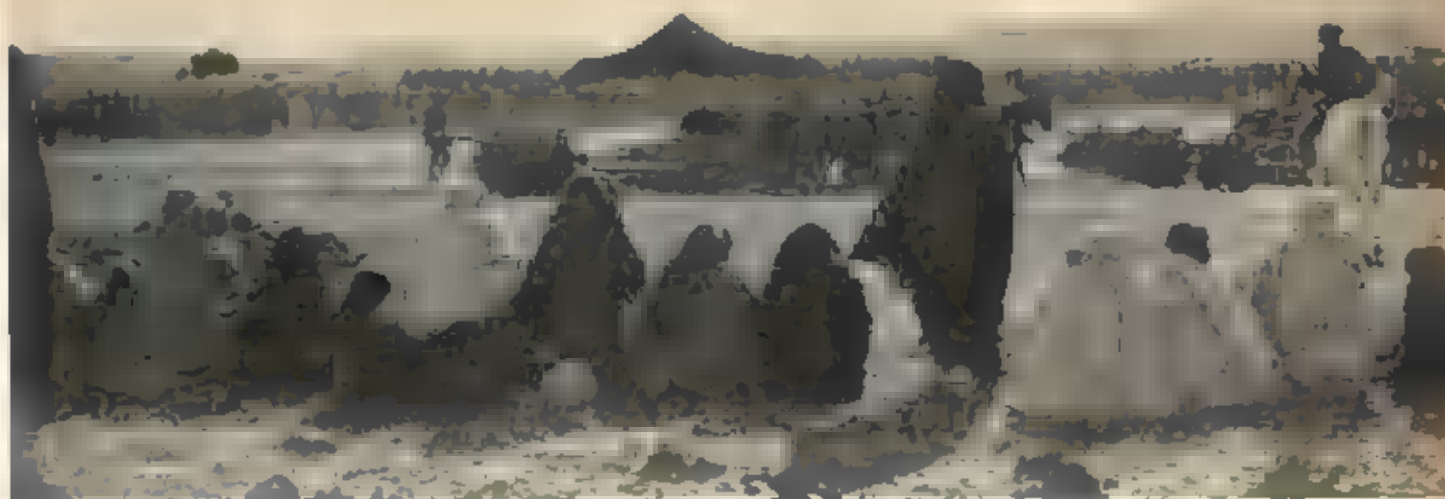
## ITALIAN DEMONSTRATIONS AGAINST FRANCE

During the latter part of 1938 and beginning of 1939 violent anti-French demonstrations took place in Italy. On the right, outside the French Consulate in Milan, students brandishing placards claiming Tunisia, Corsica, Nice and Savoy for Italy. Below is the vast crowd in the Piazza Vittorio Veneto, Turin, listening to a speech by Mussolini on May 14, 1939—a speech incited by anti-calls against France and "We want Tunisia!"

APRIL 1939. COURTESY: KAPUTONE







#### RIVAL FORCES IN NORTH AFRICA

The upper photograph, showing French soldiers marching past at a review on the edge of the Sahara, was taken during the visit of M. Daladier to Tunisia in January, 1939, as a reply to Italian agitation. In the lower picture, Italian lorries are seen approaching the saluting base at a military parade in Ellys in honour of a visit by Field-Marshal Goring in April, 1939.

*Photo: Reynolds—Wicki-World*

fortified island of Pantelleria) and to the ~~new~~ goodwill of the new ~~Spain~~ which she ~~had~~ helped to establish. In passing, we may note that the possession of Tunisia would have given her the great base of Bizerta, thus enabling her to control a "gate" across the middle of the Mediterranean.

But from another point of view Italy's position was not so powerful. Gibraltar, Malta, Cyprus, and Egypt, for any nothing of the bases in French North Africa ~~were~~ formidable deterrents to a potential aggressor. And in consequence of the Anglo-Turkish Alliance Italy's power in the eastern Mediterranean had been rendered almost negligible; Turkey could be rolled upon to kick after the Dodecanese Islands. Nevertheless Italy's strength was sufficient to give her considerable bargaining power; and it would not be wise to underestimate

the effect of Italian submarines in a sea which is better adapted to submarine than to any other kind of warfare. That Italy intended to throw in her lot with the Allies straight away was unthinkable; she might never come into the war at all; but unless by some calamity the British Navy were sent to the bottom, or by a similar calamity Italy ceased to be governed by a statesman so shrewd as Mussolini, it was safe to say that Italy was not likely to be a party to a coalition against Britain.

Thirdly, Italy's interests in the Balkans (which are mentioned at length in another chapter) were intimately

bound up with those of the Allies, who were as anxious as she was that aggression in that area, whether on the part of Russia or Germany, should be prevented. It was Italy's claim that, as a result of the conquest of Albania, she had become the "greatest Balkan power"—a hint, perhaps, to Turkey, who had been president of the Balkan Entente (consisting of Turkey, Greece, Yugoslavia, and Rumania) since 1921. Italy's diplomatic aim, if not exactly to form a Balkan bloc, was to compose the differences between the individual Balkan states as to render them capable of unification and



#### ITALY'S STRATEGIC POSITION IN THE MEDITERRANEAN

The map below shows Italian spheres of influence in the Mediterranean. The Dodecanese Islands were occupied by Italy in 1912, during her war with Turkey over Tripoli. In 1926 she ceded the islands to Greece, but two years later repudiated the cession. The Ionian island of Pantelleria occupies an important strategic position. Above units of the Italian fleet are seen at sea off the coast of Sicily.



one of them be threatened. Fascist hostility to Communism it must be stressed, was a great deal more sincere than that professed by Italy's Fascist Party, sponsor of the Anti-Communist Pact. A country which for centuries had been the headquarters of

the Catholic Church was not likely to welcome the spread of materialistic atheism in Europe; and, although the Fascist Party contained many anti-clerical members, it had never countenanced the ruthless persecution of religion for which the Nazis had made

themselves infamous. But Communism was distrusted in Italy for other reasons than its incompatibility with Catholicism. Communism represented a complete break with tradition; Fascism, whatever its extravaganzas, was a return to tradition, the tradition of ancient Rome, upon which a great part of the European order is based. Consequently, Italy was in Communism's opinion the civilization of Europe, of which, right or wrong, she considered herself to be the guardian.

It would be a mis-statement as well as an understatement to say that Italy's attitude, which was perhaps best described as one of alert non-belligerence, depended solely upon the factors mentioned. Italy was not merely waiting to see "which way the cat would jump"; she was occupied with positive tasks of her own, tasks of which the full significance was not likely to become apparent for some time. In this respect the Fascist government had always differed from the Nazi government. It is safe to say that nothing undertaken by Nazi Germany since 1933 had been done without reference to her gigantic programme of rearmament; the Autobahnen, the Labour Camps, even the Strength Through Joy movement had each had a military significance. Italy on her part was no

paralist nation. Indeed, Count Ciano, the Foreign Minister, pointed out in his review of Italian policy on December 14, 1939, that since 1911 his country had been for more years at war than at peace. And the same himself once described Italy as being in a state of "perpetual mobilization." But unlike Germany, Italy had devoted her resources to other ends than those directly associated with war. Not merely had she reckoned such plague spots as the Poenine Marches—building

### Amazing Experiment

towns where once had been wilderness, she had undertaken what was at once the most gigantic and the most novel colonial experiment in history—the mass colonization of Libya. When, in the September of 1938, Mussolini Dux, Libya's energetic governor, led the first 20,000 colonists across the Mediterranean, Europe was in process of recovering from the first major war since 1914. Admittedly, the experiment did not pass unnoticed in the world's press, but it was treated as no more than an experiment, and an experiment which, in view of its costliness, was not likely to be repeated.

Italy's declaration that, far from having completed her seizure, she intended to continue it for at least five years, was received in most quarters with polite skepticism. But when, true to schedule, a further contingent of 20,000 peasants was dispatched to Libya in September, 1939, the world, though convulsed anew with war, began

to sit up and take notice. Here was a national undertaking which involved just that element of adventure and pride so often lacking in peacetime activities. Here were initiative, organization and determination devoted to other ends than those of mere destruction.

Now was the experiment distinguished merely from imagination. Most remarkable of all were the preparations undertaken in the reception area for the arrival of the colonists. Each village had been completed down to the smallest detail, so that, waking up on the morning after their arrival, the whole community went immediately to work. In a sense there was little of the "project spirit" about this enterprise, for it was only the government that was the pioneer. And it must be admitted

that rarely in modern times has a government, except in war, organized a project so uncertain—many would said unresolvable—from an economic point of view. According to Count Ciano's exposition of Italian foreign policy, not



From the "Yellow Age"

### DICTATORS IN A DILEMMA

Anti-Russian feeling ran even higher than usual in Italy during the Russo-Finnish war, and the photograph below shows Italian students demonstrating their sympathy for Finland outside the Finnish Legation in Rome. Under such conditions was little wonder that the German-Soviet Pact did not make for smooth running of the Berlin-Rome Axis, and the fact that Italian supplies for Finland were held up by Germany is commemorated upon its walls in the cartoon above.

Photo: Fritz Haritz







#### PROMINENT PERSONALITIES IN ITALIAN POLITICS

Signor Virginio Gayda (left), editor of the "Giornale d'Italia" and a well-known author and journalist, acts as Mussolini's mouthpiece in the Italian controlled Press. Signor Ettore Muti (right) was elected Secretary to the Italian Fascist Party in succession to Signor Sturzo at the time of the Italian Fascist reorganization on October 31, 1925.

Photo, Wide World & N.Y.

the least important reason for Italy's semi-indifferent attitude was her incomplete military preparedness. But the Foreign Minister strenuously denied that Italy's decision to remain outside the conflict was dictated by this consideration alone. Nevertheless, he admitted that, "as a result of the great

#### Need for a Rest

consumption of means caused by the fighting of two wars" (in Africa and in Spain), Italy needed a period of time to recuperate. For this reason he informed Ribbentrop at their meeting at Milan in May 1939 that, as regards joint military action, Italy was not prepared to take up arms for at least three years. He then quoted Ribbentrop as saying that the Reich was itself in need of further military preparation, which might occupy anything between four and five years. Was this deception, or did Ribbentrop really believe that, at the last moment, the Allies would stop in their plans to Poland, and that a major war would thus be avoided? He did not press the point, but he was careful to make it.

Referring to the "identity of opinion" of the German and Italian governments both as regards the situation then prevailing and as regards "plans for the future," Ciano was at pains to deny that the two countries "had a programme for disturbing the world's peace with threatening or aggressive proposals." But he also made it clear that Germany's rapprochement with Russia, which, in spite of the "com-

plete accord" alleged to prevail between the Nazi and the Fascist governments, was made known to the latter barely fourteen hours before Ribbentrop started for Moscow—came as a complete shock to Italy, "given," to quote Ciano's words, "the fundamental position of hostility to Russia always maintained by Nazi Germany." It is perfectly clear, therefore, that, in spite of Hitler's frequent messages of goodwill to Mussolini, beginning with his telegram of thanks after the invasion of Austria,

Germany intended to go her own way whatever the feelings of her partner. No protests against the Russian part on Italy's part would have been effective at such short notice as she was given; and this short notice was a proof of the Reich's small regard for her opinion.

That the Italian government reacted to the Russian part and later to the Russian invasion of Poland and Finland in the most unfavorable manner has already been shown, but it preferred under the circumstances to imply, rather than to assert, its displeasure. The government was silent. The press, though under strict government control, was more vocal, hinting unofficially what could not be uttered officially. Thus the "Tribuna" observed, in the course of an article on the international situation, that Italy "was no longer bound to any foreign power." Marshal Balbo's paper at Milan denounced Russia in terms similar to those used by Dr. Goebbels before his sudden "change of heart." And the "Avvenire" (January 29, 1940) expressed its opposition at the German denial of the Vatican's broadcast disclosure of Nazi atrocities in Poland. Officially Italian-German relations remained unchanged; but that there was an undercurrent was proved by the sending of war material from Italy to Finland, which resulted in the holding up of that material by Germany in order to placate her ally Russia, and eventually to its release later in order not to offend her old ally Italy.

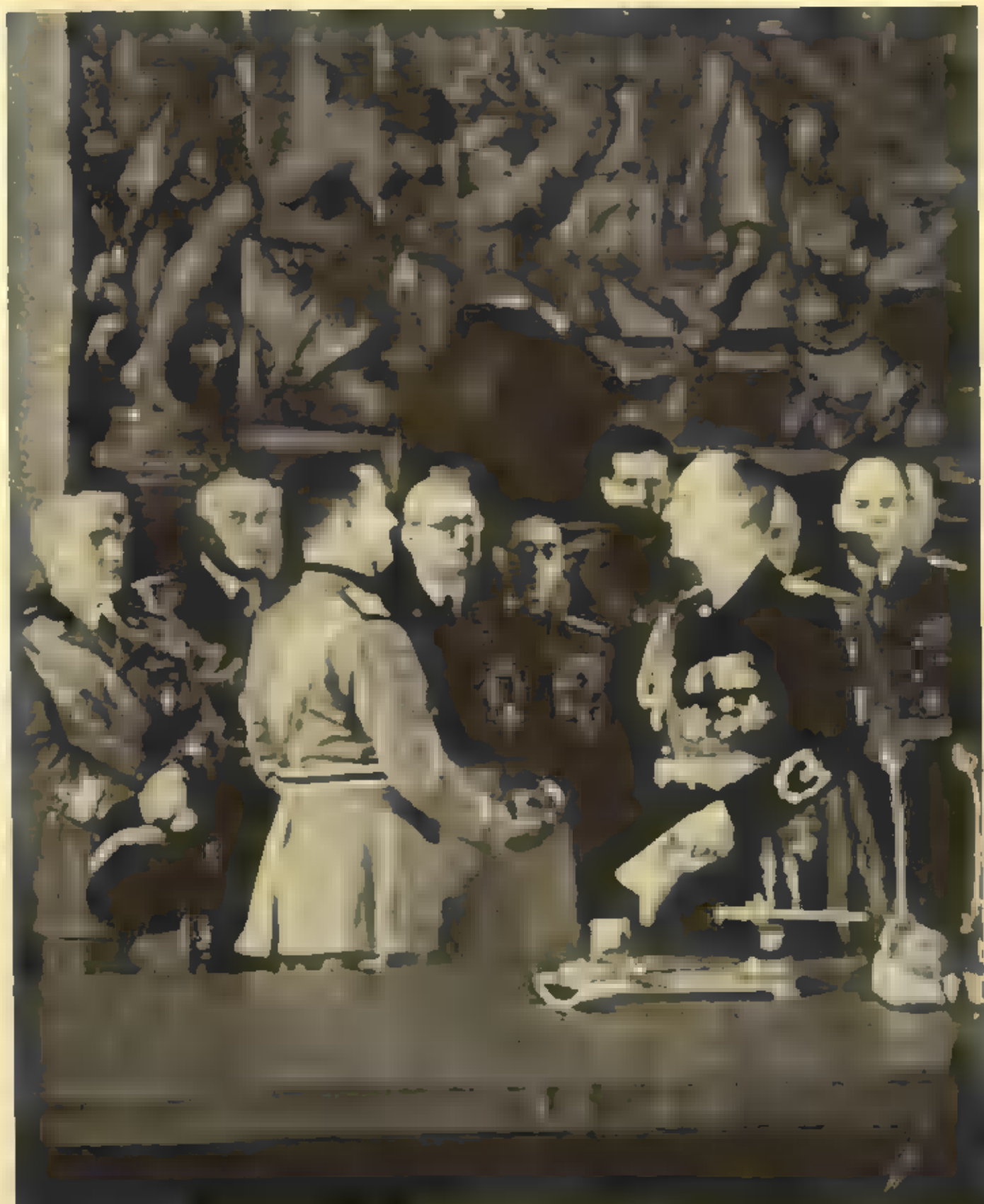
To imagine that Italy's suspicion of Russia (and therefore distrust of



#### NETS TO CATCH LETHAL 'FISH'

On this Italian quayrds are seen some of the steel nets which are used to guard the entrances of Italian ports against the entry of hostile submarines. Those shown in the photograph have been taken up for overhaul and repair.

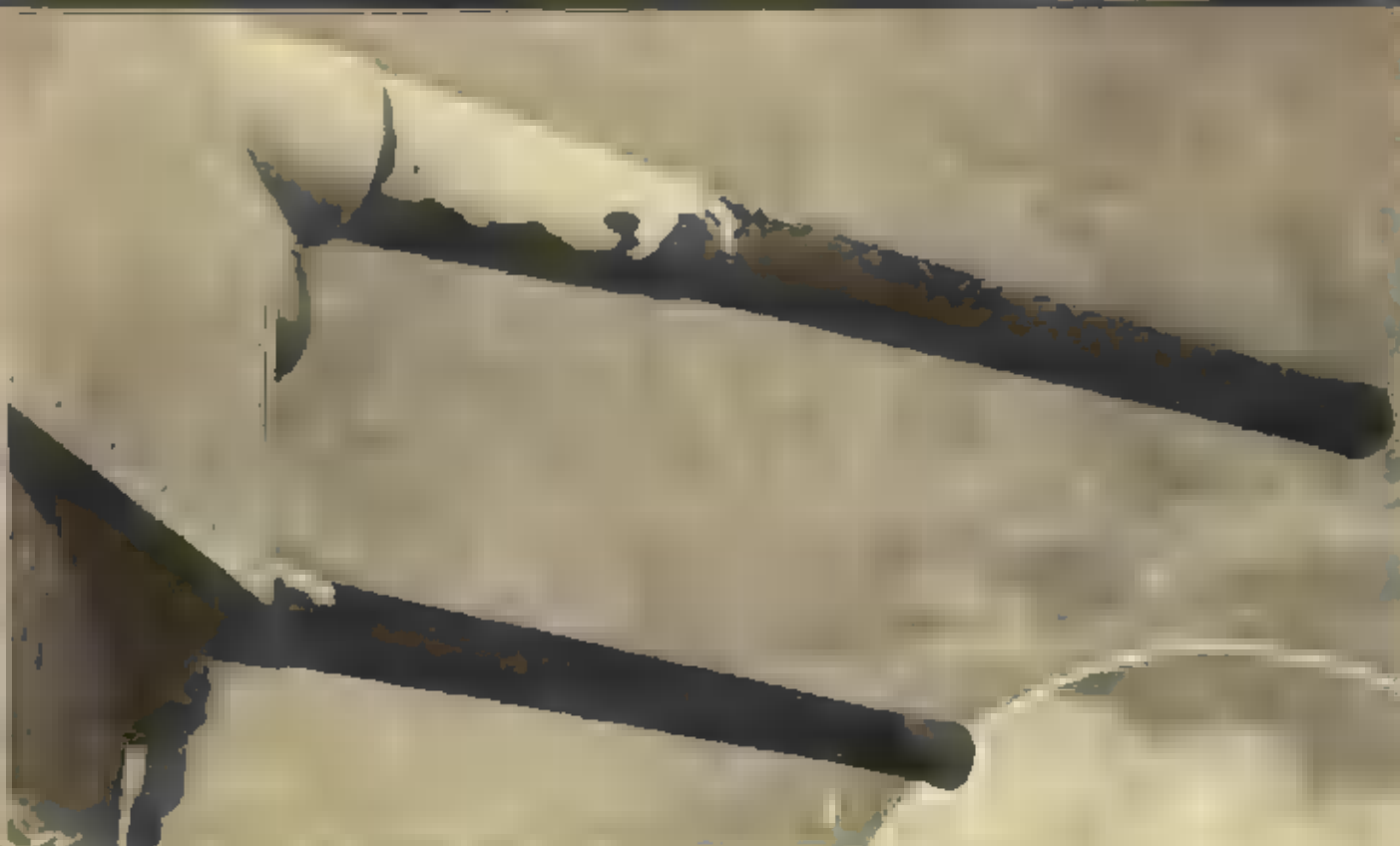
Photo, Wide World



#### AXIS POWERS SIGN MILITARY PACT

The military alliance between Germany and Italy was embodied in a Treaty signed in Berlin on May 22, 1939, by Count Ciano and Herr von Ribbentrop, who are seen above shaking hands after the signing of the pact. Signor Ciano revealed, on December 16, that "Italy had let it be known that a minimum period of three years was necessary to bring the preparations of her war equipment up to the desired maximum level."

*Photo, Apres*



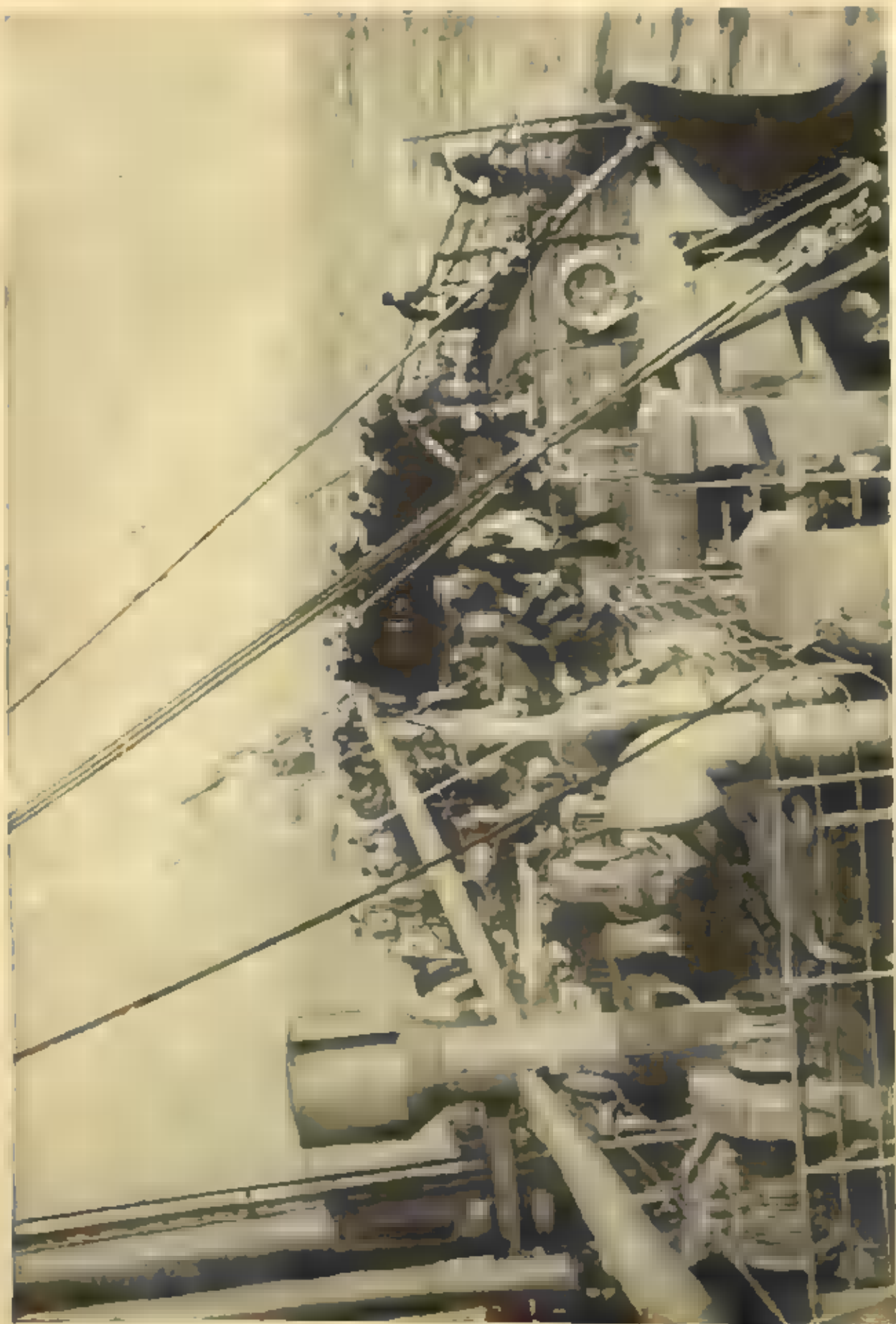
# RIVER PLATE AS SEEN FROM WARSHIP

In these two pages are shown a unique series of photographs of the River Plate naval battle, taken by a sergeant of the Royal Marines on board H.M.S. "Achilles." They depict: 1, the guns of the "Achilles" which did great work during the battle; 2, the German battleship "Admiral Graf Spee" seen on the horizon; 3, from a distance of ten miles, the fired a broadside of 11-inch guns at the "Achilles"; 4, taken from the opposite side of the vessel - fountains of water thrown up by the "Graf Spee's" 11-inch broadside, well over the mark; 5, a salvo from the "Graf Spee's" 5.9's; 6, the "Ajax" at full speed, pursuing the "Graf Spee," whose return fire tells far north. The final stage of the battle is shown in page 599.

Photo, Central News







# SAFELY OVER THE FOAMING MAIN

The first contingent of Canadian troops arrived in England on December 17, 1919, after a vain journey on the Atlantic under the protection of the Royal Navy. Some of the men are seen above, gathered at the tail of their ship, watching with interest the other vessels of the convoy. After their arrival in England they went into training immediately in being sent on active service with the British Expeditionary Force. A second contingent landed safely in Britain on January 1, 1920.

Photo: Associated Press



#### ITALIAN SHIP BOMBED BY NAZI

Germany - Axis partner was spared the promiscuous bombing carried out by Nazi Germany on merchant shipping, and above the master of the Italian ship "Anzola Laura" is showing two British naval officers the damage done when his ship was bombed by a German plane in the North Sea. One of the ship's crew was killed and three were injured.

Photo: Planet News

the Pact with Germany) implied any weakening of the Axis would have been to indulge in the most dangerous wishful thinking.

It was indeed true that the Fascist party contained many admirers of England: Count Grandi, late Ambassador in London; Balbo, restless and vigorous governor of Libya; even perhaps Duce himself.

On the other hand, there were Fascist extremists to whom the British Empire and the French Republic were nothing

but bloated, Jew-ridden plutocracies, engaged in a ruthless and unprovoked war of extermination against a martyred Germany.

There were violent newspapers, such as the "Regime Fascista," which did not hesitate to repeat the most shameful of Nazi lies, such as that German prisoners were systematically tortured in British concentration camps. And there were other prominent officials (among whom might have been counted Farinacci, Starace and possibly Ciano himself) who, if not quite as unbridled in their hatred, feared that another victory for the Allies would automatically mean another Versailles and therefore another humiliation for Italy.

That such suspicions were entirely without foundation is the task of British propaganda in admitting to drive home. There was the basis of long standing friendship between Italy and England which needed to be strengthened.

Whichever policy the Duce might see fit to adopt—whether he should eventually throw in his lot with the Allies, whether he should prefer to assist them indirectly by sending arms and men to England or the Balkans or whether, finally, he should endeavour to maintain an attitude of splendid isolation—it could not be supposed for a moment that he would renounce, except as a temporary expedient, the "claims" to which he had so often given voice. That he would renounce the methods which he had hitherto employed in advertising these claims—methods which he had copied somewhat slavishly from the Nazis—was most probable. And no doubt those demands which were based upon reason and justice

would thereby have greater chance of satisfaction. The Duce's dream was a revival in all its splendour and power of the Roman Empire in Africa: the absorption of Tunisia, Libya, Egypt, the Sudan, and Abyssinia, into one mighty territory, wherein Italian colonists could be settled in their thousands, and the new culture of Fascism could be superimposed upon foundations laid by Imperial Rome. That the New Rome could not be built in a day he was only too well aware, but, as quote his own words, "Fascism can afford to wait."

That was the chief difference between Fascism and Nazism: Nazism could not afford to wait. Its patience was continually being exhausted. But Fascism waited with unceasing vigilance for a chance to further its plans of empire-building, with all his good work for Italy to his credit, could not be acquitted of grandiose personal ambitions and a somewhat Machiavellian capacity for time-serving opportunism.

# THE EMPIRE MUSTERS ITS FORCES TO THE AID OF THE MOTHERLAND

*"His Majesty's Dominions"—Freedom and Safety Within the British Commonwealth—The Empire Conference in London—Utilizing the Man-power of the Colonial Empire—The Empire Air Training Scheme—India and the Defence of the Empire—The Second Australian Imperial Force—Canadian and New Zealand Air Force Contingents—The Dominion Navies*

**T**HE way in which the peoples of the British Empire ranged themselves with the Mother Country at the outbreak of war, as described in Chapter 20, provided one of the most inspiring themes of the first phase of the conflict, and the importance of the theme may be said to have been increased as the weeks went by.

The war became more complicated and unforeseen in its developments, throwing the chief strain upon national morale. As the "blitzkrieg" strategy employed by Germany

like a bully against her smaller neighbours failed to materialize

against her strongly allied opponents in the West, it gradually became apparent that possibly Germany was playing for time, while still hoping to produce political complications in her favour by means of propaganda. The only material advantage that it seemed possible for her to gain by delaying the real trial of strength was in some elaborate development of her alliance with Soviet Russia. The Nazis may have been hoping for much larger Russian supplies

to counteract eventually the effects of the Allied blockade. The preponderance of export ~~business~~ outside Germany pointed out that Russia was ~~not~~ a great exporting country, and that her transport was almost as inefficient as the old Tsarist days. When a political attack ~~on~~ Finland by Soviet Russia was followed by a military onslaught, evidently with German connivance, the far-reaching extent of the agreement between the two totalitarian governments was reluctantly realized, and the prospect of German militarization and export control of Russian industry and transport began to seem less unlikely.

The Allied experts were reduced to prophesying a long delay for the fulfilment of German hopes, so that Germany's prospects of winning the war could not be improved by her eastern alliance. But in ~~as~~ far as such hopes explained the Nazis' postponement of any large-scale action, the strategic situation as it developed during the ~~year~~ of 1939 became ~~more~~ clearly dependent upon the ultimate effective resources of the belligerents, and, ~~in~~ course, upon the quality of their morale.

In such a perspective, and with a lengthened retrospect, might we to view the British Empire which was so rashly challenged by the Nazi Government. ~~It~~ was the ideal antagonist of totalitarian tyranny and pan-German militarism. It can be seen in our longer retrospect as a slow and almost a natural growth, developing gradually from the old type of military empire into a prelude of the new world order for which the Allies had called a halt to ruthless violence in international affairs.

In the last century the British Empire began to reflect the changes in the political organization ~~of~~ mankind that were being brought about by scientific inventions, enormous increases in natural resources, and the re-application of ancient conceptions of popular government.

**Worldwide Power**

Only slowly did any realization of the potentiality of the Empire dawn upon its citizens. The extent of its territories that of all struck the imagination of contemporaries. The phrase "His Majesty's dominions, on which the sun never sets" is over a century old. It was written by John Wilson ("Christopher North"), the Scottish essayist, in 1829, and thereafter was often echoed by politicians and writers. Tompkinson gave the idea fresh currency,

## ALLIED REPRESENTATIVES VISIT FRANCE

This group was taken in Paris during a ~~visit~~ ~~of~~ Dominion ~~and~~ Indian representatives to France. It shows, left to right: Mr. P. ~~Mc~~ Donogh, Deputy Prime Minister of New Zealand; Mr. Anthony Eden, General Gamelin; Mr. J. Czechar, Canadian Minister of Mines; Sir Mohammed Zafrullah Khan, Member of the Viceroy's Executive Council; Mr. R. G. Casey, Australian Minister of Supply; Colonel Demers Reltz, South Africa's Minister for Native Affairs.

*Reynolds Official Photographs—Crown Copyright*





while stressing the continued territorial acquisitions of Britain in his Jubilee Ode to Queen Victoria, linking them with modern conceptions of commerce and the interchange of ideas:

Fifty years of over-reaching Commerce,  
Fifty years of every-benefit Science!  
Fifty years of ever-wide Empire!

Could he have looked forward another fifty years, the poet might have been glad in ~~success~~ his exclamation marks for yet more notable advances. But a somewhat Jingo phase set in towards the end of the last century, concurrently with growing envy on the part of isolated European rivals of Britain, of whom Germany was soon to become the most dangerous. A hint of that phase survives in Benson's well-known "Land of Hope and Glory":

Wider still and wider, shall thy bounds  
be set.

Although the bounds of the Empire indeed continued to be extended, mainly as a consequence of Germany's

aggression, the ~~Empire~~ Empire, and I went into exile in a strange land rather than live under the British flag. But Great Britain, after defeating them, was treated as with a generosity unknown in history. And our Empire is increasing steadily in extent. Where there was land enjoyed under our own Empire. Republican Turkey, as a voluntary partner in the British Commonwealth, we so not only have had her order there we could have it had no working out with the nation, and great policy which is now trying to contribute the world. It would be premature for me to indicate what our military contribution to the world is



#### AUSTRALIA'S WOMEN IN TRAINING

Below, a ~~woman~~ woman is giving instructions to a cadet before taking him away for dual training. Left, a line-up of ~~women~~ women ~~in~~ for assembly at Richmond Aerodrome. Above, Australian women in Spitala studying a map while mechanics prepare a Sunderland flying-boat.

(P. 1) Associated Press—Exposed



defeat in the first Great War, that aspiration for territorial acquisition had been submergent by the more important considerations suggested by the Empire's variety and wealth. The open secret, inaccessible to military Powers, of the Empire's voluntary cooperation, ~~was~~ summarized in a speech broadcast on October 25, 1939, by Col. Denys Reitz, the first of the Empire representatives who arrived in London in the autumn for the Imperial Conference. He was explaining the peculiar position of South Africa and her apparently divided attitude when ~~war~~ broke out:

"In Great Britain, in Australia and in New Zealand you have homogeneous British communities speaking the same language and held together by the same historical traditions; whereas in South Africa the majority of our European population is of Dutch descent, speaking the Dutch or Afrikaans language. You must remember that in the past we fought two battles where against the British 1 against 3 and for three years under arms

going to us, but we have undertaken to protect with all our resources the last defence of the British naval base at Simonstown. Already we have interned all Nazi agitators who were making trouble."

At the end of October that was the attitude of most people in South Africa, which Germany regarded as the Empire's weak link and a probable neutral in war. A still more striking object lesson to Germany, and the rest of the world, of the meaning of the Imperial Commonwealth was the great Empire Conference.

With remarkable speed, considering the nature of the difficulties involved, the representatives of India and the Dominions had assembled in London and begun their discussions as November opened. It was less than a month before that Mr. Eden had announced in the House of Commons the decision to hold the conference. The appearance of





#### CANADIAN PERSONALITIES

Above, Air Vice-Marshal C. M. Croft, Chief of the Canadian Air Staff (left), is seen with the **1938** Lord **DUFFERIN**, Governor-General of Canada, at a review of aviation units in Ottawa.

*Photo: Kershaw*

a representative of India in **1938** Sir Muhammad Zafrullah Khan among the Dominion delegates served as a token of the official attitude to Dominion status for India — merely a deferred and not a repudiated aim of the British Government. South Africa **1938** represented by the experienced Col. Denys Reitz, Minister for Native Affairs, and one of the simpler questions he brought with him was the best disposal of the Union's pit of **CLARK** worth of South Africa's food supplies. The

King two years before — was emphasized by the creation of a new precedent in the "Mother of Parliaments." When Mr. Chamberlain addressed the House on November 2 to make his weekly report upon the progress of the war, the Dominion Ministers were allowed to sit with the M.P.s in four seats

other leading delegates were Mr. T. Crerar, Minister of Mines and Resources, Canada; Mr. R. G. Casey, Minister of Supply, from Australia, and Mr. Peter Fraser, Deputy Prime Minister for the invalid Mr. Savage, from New Zealand.

The symbolic intent of this assembly of Empire representatives — and there had not been so many of them in London since the Commencement of the

war reserved for their next to the Dominion Gallery.

In apt and well-chosen words Mr. Chamberlain on that occasion stressed the value of the Conference, both symbolic and practical, to the well-being of the Empire:

"We **1938** had in the last few days a striking demonstration of the united determination of the Empire.

"From Canada, from the Commonwealth of Australia, from New Zealand, from the Union of South Africa and **1938** India have come Cabinet Ministers and representatives who have travelled thousands of miles in order to make personal contact with Ministers in this country and to see with their own eyes the gigantic efforts to which we are engaged.

"Discussions with these representatives have already begun, and we are considering with them how best to coordinate the contribution which each of us can make to our common task.

"As humanly-minded men we know, the Empire has already shown how generous and whole-hearted is its spirit of cooperation. The fuller knowledge which we shall now gain of the purposes of the different Governments is a result of the presence of these Ministerial representatives here will be of great value to us. And in their turn we are confident that the Dominion Governments and the Government of India will find that the most honest and most effective way of well-aided action is in making a better appreciation of our common problems, and of the best and quickest means of solving them.

#### INDIAN TROOPS ARRIVE IN FRANCE

The arrival of the first Indian soldiers in France for service on the Western Front was announced on **SEPTEMBER** 27, 1939. Below, members of the Royal Indian Army Service Corps are seen waiting their routes at chaotic drinking troughs in a wood.

*1939 Official Photograph. (Kershaw Photograph)*





### THE RALLY OF THE COLONIES

Photographs in this page show: top left, Cyprus R.A.S.C. recruits being drilled by an English N.C.O.; top right, an African soldier of the Royal West African Frontier Force; above, an A.R.P. group at Freetown, Sierra Leone; right, members of the Straits Settlements R.M.V.R. in training; below, at Nukunono, in the Pacific Island of Tonga (Friendly Islands), a British Protectorate, the Queen of Tonga inspects her troops.

Photos, P. N. A., Central Press; Two







#### PART OF HONG KONG'S DEFENCES

A comprehensive programme for the defence of Hong Kong was drawn up long before war broke out, and the fortifications were brought up to date. The photograph above shows the **two main gun turrets** placed **across** the entrance of the harbour.

(Photo, British Maritime Museum)

"Equally striking to the whole-hearted co-operation that we are receiving from all parts of the Empire, including Burma, and from the Colonies."

The Premier then added a special tribute to the Colonial Empire, in the course of which he gave some indications of future policy:

"I have expressed before, on behalf of His Majesty's Government, our great appreciation of the spontaneous messages of support which came immediately after the outbreak of war from every single territory of the Colonial Empire. We did not ask for these messages; the Colonies have not been forced into war by Great Britain against their will. The action of so many peoples of various races is a witness to their consciousness that a threat to Great Britain is equally a threat to their freedom and well-being which has been secured to them under British rule."

"Although at the beginning the war effort of the Colonies will be largely on the economic side and every Colonial Government is doing its utmost to help in the organization of supplies of essential raw materials and food-stuffs, I should like to refer with gratitude to the numerous offers of personal service from residents in the Colonies."

"It is the intention of His Majesty's Government to employ the manpower of the Colonial Empire as may be most effective, and plans for doing this are being worked out."

"In many cases openings are already being provided in locally raised units. For example, in India the strength of the Royal West

African Frontier Force has been more than doubled and that of the King's African Rifles in East Africa more than trebled; and, in fact, the voluntary offers of service throughout the Empire have far exceeded our immediate requirements."

"As announced some time ago, British subjects from the Colonies and British protected persons who are in this country, including those who are not of pure European descent, are now placed for entry into the armed forces on the same footing as British subjects from the United Kingdom."

"Such is the nature of the help we are receiving from the Empire. Sincerely offered and gladly accepted, it is a splendid example of free co-operation and ungrudging self-sacrifice in a noble cause throughout the lands which owe allegiance to the King."

Another effective demonstration of Imperial unity arose out of the Conference. This was a visit made by the Empire representatives to the B.E.F. war zone in France between November 10 and 13. They toured the B.E.F. lines, talked with officers and men, and were shown the liaison system between the French and British armies. They interviewed M. Daladier and General Gamelin, and were able to talk informally with the British C-in-C, Viscount Gort, when they dined with him at the British Headquarters on the concluding

of their tour. The political importance of the visit was underlined by the fact that Mr. Anthony Eden accompanied the Empire delegates. Back in London, their conference, although little heard of by the public, was resumed, and it did much to prevent misunderstandings and make cooperation more effective. A good example of the frank exchange of information and suggestions was the revision of the Empire Air Scheme, whereby Canada had been allotted the role of central training and aircraft building pool for the Empire. The changes by no means reduced the scope of the scheme, but promised in the long run to extend it, while at the same time avoiding friction.

The chief change was in Australia's new plan, to train the majority of the Australian personnel of the Empire Air Force in Australia, instead of sending them **Training the R.A.A.F.** to Canada. The revised scheme, as announced by Mr. Menzies, the Prime Minister, in December, was an impressive one for a country with a total population of less than seven millions. The plan was to contribute to the Empire Air Forces 20,000 trained men—10,400 pilots and 15,600 observers, wireless operators and gunners—and to train the great majority of them in Australia, within three years. This involved

borrowing many instructors from Great Britain. Great Britain had agreed to fuel also a big proportion of engines and planes required, but it meant a rapid development of Australia's aircraft and allied industries to meet her future requirements, although she had already placed orders with the American industry. Thirty-four new training schools had to be established as quickly as possible, and in spite of other heavy charges to be met by Great Britain, the cost to Australia over three years of the whole scheme was estimated at £2,000,000. When the scope of Australia's other preparations—especially the military—is taken into account, Mr. Menzies' description can be seen on the face of it. He said:

"This scheme will play a decisive part in the war. It affords a remarkable example of the unity and strength of Great Britain and the Dominions working together to obtain supremacy in the air. The original scheme was changed because it was impossible to maintain exchange facilities, and also because the training of most of the men in Australia will contribute greatly to Australian security on one aspect to play our part in the Empire's common effort generally."

Australian personnel sent over to man a previously ordered squadron of Short Sunderland flying-boats, had meanwhile begun intensive training in England. In the New Year Australia became the first Dominion to have a complete unit of its

own air force serving in Europe, when the squadron of four-engined machines with a range of 2,500 miles and maximum speed of 210 m.p.h. was attached to the Coastal Command of the Royal Air Force. But in Canada preparations were proceeding on a large scale. Besides the New Zealand and Australian trainees who had already arrived about 7,000 applications for enlistment to the Royal Canadian Air Force had been received in Canada—many of them from Americans—before the end of the year.

The Empire Air Training Scheme was eventually completed and agreed to on December 17, and a month later Air Vice-Marshal G. M. Cough, Chief of the Canadian Air Staff, was appointed head. Among the interesting terms of the scheme as published was a provision that squadrons manned by personnel from the Dominions would be identified by name with their own Dominion when moved to any theatre of war. New Zealand as well as Australia would undertake training of its own personnel besides sending men to Canada. The Canadian Government undertook to administer the joint

training programme, which appeared as to getting behind scheduled dates.

South Africa had kept to its initial decision to train personnel only within South Africa. This had been based upon a policy of mainly

passive assistance. Split in through home defence. South Africa For several months General Smuts had to face a strange combination of political opponents, represented by Dr. Molan, the extremist Nationalist Republican leader, and the irreconcilable General Hertzog, but his policy of support for Britain's war against Germany proved gradually to have the main backing of the country. Great enthusiasm was expressed when two bombers of South Africa's Coastal Command were responsible on December 2 for intercepting a German liner, the "Watussi," south of Cape Point. The liner scuttled herself (see illustration on page 431), but the general feeling was to congratulate the Air Force on having had a chance of active participation in the war. The kind defence forces were dragged for service at home, but General Smuts

#### THEY SWEEP FOR MINES AT CAPE

South Africa did not itself immerse from German mines that might be laid by submarines and stealthy commerce raiders on by German U-boats thus South African seamen swept the sea off the Union coast every day. Below, a veteran member of the Cape Minesweeping Squadron of the South African Defence Force is keeping an eye on the sweep net off Cape Town.

Photo: Sport & General







warfare. In a speech at the end of the session, which was broadcast, Mr. Mackenzie reviewed the problems and work of the government, and concluded that with the development of Australia's Air Force, and the immense Allied naval superiority, it was practicable to send the Second Australian Imperial Force, so that Australian soldiers would "once more be seen in Europe, giving the lie to the fatuous German hope that some fatal disease would overtake British unity."

The arrival in Britain of Canada's first contingent of troops on December 17, followed by a second contingent a fortnight later. The public took to them promptly, and noticed how they sang

### Canadian Contingent Arrives

the songs of 1914-18 as well as "Roll On the Barrel" A New Zealand contingent,

in the nature of an advance cadre, was already in training in England, and members of the Canadian Air Force were arriving to organize aerodromes and camps that would be occupied by the Canadian Air contingents.

As in other parts of the Empire, there had been plenty of lively political discussion arising out of war policies, but few people expected the coup carried out by the Prime Minister, Mr. Mackenzie King, in January, 1919. Lord Tweedmouth, the Governor-General, in what was to be his last speech from the Throne, announced that the Canadian Government intended to appeal to the country against its critics, who accused it of lacking energy in war measures. The "snap election" at such a time was, of course, bitterly attacked by the Government's critics, the most important of whom was Dr. Manion, leader of the Conservatives, though the criticism which Mr. Mackenzie King appeared to have made the pretext for holding a



### NOVEL LOCOMOTION FOR ANZAC

Above: New Zealand troops stationed in England seen going to the ranges on the coast for anti-tank gun firing practice. Owing to the difficulty of marching over the shingle, a total invention, the "shingle sledge," was used to take men from the guns to the targets to inspect results.

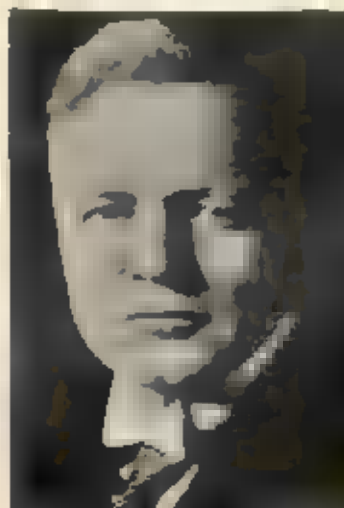
Photo, Kingston

general election had come from Mr. Mitchell Hepburn, Premier of Ontario, in the Ontario Legislature.

In the long view the most significant fact about Canada's domestic quarrel was that it revolved around the question whether the Government was carrying out its measures efficiently and energetically enough. There was no question among Canadians about the necessity and justice of the great war preparations being made by Canada. In spite of the severe criticism of such a step, the election was arranged, and Parliament was dissolved. The polling date was

fixed for March 26, the reason given by the Government being the necessity to hold the election before any spring offensive on the Western Front, so that Canadian soldiers could record their votes while still in England. There was a widespread conviction in Canada that in the spring, probably in May, the war would enter on a more active phase. In spite of this political upheaval, the work of preparation went on actively and trained and equipped troops from Canada were to continue arriving in Britain during the following months.

In the mastering of success during the first five months of the war the Empire's navies played an important part which should not be forgotten. The safety of convoys and the maintenance of Imperial communications generally depended much upon their cooperation. The Royal Canadian Navy called up naval reservists and enlisted new recruits, who were in training at the two naval bases of Halifax and Esquimaux. When the war started Canada's fleet consisted of six modern destroyers and five mine-sweeping trawlers. In October the 1,300-ton, 33-knot flotilla leader "Keopseff" was taken over from the Royal Navy and renamed "Assiniboine." By November some 100 vessels had been requisitioned for mine-sweeping and patrol work. On January 6 Mr. C. D. Howe, Minister of Transport, responsible



### GENERAL ELECTION IN CANADA

At the Canadian General Election on the 26th of March 1919, Mr. Mackenzie King, the Liberal Prime Minister, secured a sweeping victory. On the left is Dr. R. J. Manion, leader of the Conservative Party, who was defeated at the polls. On the right is Mr. Mitchell Hepburn, Premier of Ontario, whose criticism of the government was the pretext for holding the election.

Photo, Wide World





### AUSTRALIA READY TO SPEAK WITH HER GUNS

The anti-aircraft guns of an Australian cruiser are here in action during naval manoeuvres which were directed by members of Australia's war cabinet. The deeds of the British sailors in the battle of the River Plate put the Australian crews on their feet; they showed themselves ready for the vicissitudes of that engagement.

*Photo. Reuters.*

for the Canadian War Supply Board, described its activities in a broadcast address, and said that tenders had then been invited for some 72 craft for the Navy, ranging in size from 18-foot power dinghies to steel ships of the British whale-catcher design, and these new additions would involve an expenditure of about \$17,000,000.

New Zealand had no sea-going fleet of her own, but in 1923 she had established a Volunteer Reserve with headquarters at Wellington, Auckland, Christchurch and Dunedin. She was lent two cruisers of the Royal Navy, which formed the New Zealand Division and were maintained at her expense—the 7,000-ton, 8-inch-gun cruisers "Achilles" and "Leander," built in 1923-24. The "Achilles" was dispatched first to the Eastern Pacific and

then to the South Atlantic, to assist in hunting down German raiders. Thus came how New Zealanders came to distinguish themselves early in the naval war. The "Achilles," two-thirds of the crew of which were New Zealanders, was one of the light cruisers which engaged and crippled the pocket battleship "Admiral Graf Spee" off Montevideo, Uruguay, in December, 1939. New Zealand had by this date added to her resources six armed merchantmen and some minesweeping trawlers.

Australia's was the strongest individual naval reinforcement, with six cruisers, a flotilla leader, four destroyers and two auxiliary vessels; and additional building, especially of small craft, was in hand before 1940, besides the ships that had been requisitioned during the autumn for minesweeping

and patrol work. A flotilla of fast motor torpedo boats was among the additions that were ordered to be built. Of the cruisers, two—the "Australia" and "Canberra," built in 1927—were of the British Navy's 8-inch-gun County class.

South Africa possessed no navy, but during the autumn organized a special "Seaward Defence Force" under Rear Admiral O. W. Hallifax, including many trawlers and similar vessels for mine-sweeping and patrol work in conjunction with the reconnaissance squadrons of the air arm. The personnel of the "Seaward Defence Force" came from the South African Division of the Royal Naval Volunteer Reserve, which numbered about 1,000 on the outbreak of war, and was quickly increased by enlistments during the autumn.

The Royal Indian Navy, consisting of five escort vessels and a patrol ship, was placed under the orders of the Commander-in-Chief East Indies, together with their crews, and thenceforward cooperated with the British Navy in

guarding vital Indian trade routes, constantly patrolling the Arabian Sea, the Bay of Bengal, and the monsoon-swept waters of the Indian Ocean. As the Royal Indian Navy was responsible for the local defence of India's coast and ports, a large number of small craft were requisitioned and equipped during the autumn, and four more modern escort vessels had been ordered by the New Year. The small local defence craft were manned by the Royal Indian Naval Reserve and Royal Indian Naval Volunteer Reserve, which had been established early in 1939, together with a nucleus of Royal Indian Navy personnel. Apart from the Reserves, the seagoing strength of the Royal Indian Navy was about 170 officers and 1,500 men, recruited mainly from the Punjab and Koskian.

The united welding in united action and policy of lands within the British Commonwealth while the war dragged through its opening phases occurred among the diversified elements of the Colonial Empire also, making a parallel with their initial demonstrations of

loyal sentiment. The general feeling, often balked of more active participation because Great Britain could not make use of it, found commonest expression in many voluntary funds, usually for the Red Cross. A remarkable example of such a contribution was announced in January, when Sir Douglas Jardine, Governor of Sierra Leone, received a cheque for £758 11s. for Red Cross Societies in England. The sum had been contributed by 126 persons representing small (non-British) Lebanese-Syrian communities in Sierra Leone, and in proportion to their means it was a very generous total. In forwarding their gift, these members of the Arab people expressed their gratitude for the freedom that they had enjoyed in Sierra Leone. Again, by way of celebrating the New Year, the Sultan of Lahij, in the Aden

Protectorate, sent 13,500 rixees as his contribution to the Empire's funds. In Malaya, which had specially contributed £1,000,000 towards Imperial defence before the outbreak of war, Europeans had to be earnestly discouraged from returning home to volunteer for war service, their work in developing the colony's economic resources being so much more important. In January the Malayan Patriotic Fund for war charities had reached £100,000, to which even the Chinese rickshaw owners had contributed \$1,000. It would be possible to circle the globe with similar instances from other countries, showing that they shared in some degree the conviction of Australia, expressed by Mr. Menzies on December 10, that their "real frontier was on the Rhine and the East Coast of England."

#### MEN OF THE 'ACHILLES' WELCOMED TO THEIR HOME

H.M.S. 'Achilles,' cruiser of the New Zealand Division, received a rousing reception when she arrived home in New Zealand after her victory at the River Plate. 380 of her crew were New Zealanders, and about 100,000 people gathered in the streets of Auckland to cheer them as they marched to the Town Hall for a civic welcome.

(Photo, Associated Press)



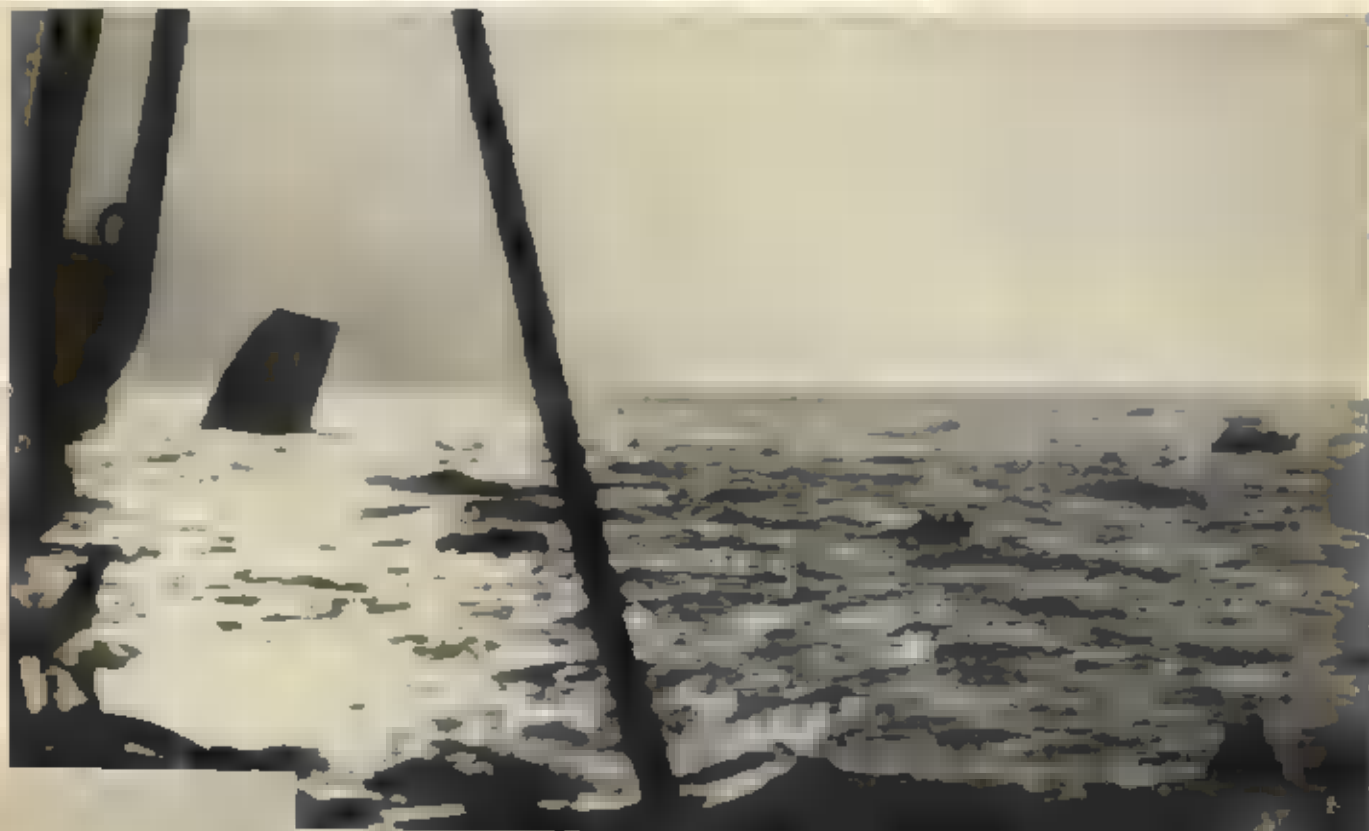




# **LAST MOMENTS ■ ■ BRITISH DESTROYER**

On January 31, 1940, the Admiralty announced the loss of H.M. Destroyer 'Grenville,' sunk by mine or torpedo in the North Sea. On the left is the 'Grenville' as she was. Below, the bows of the ill-fated ship are seen jutting above the water as boats pull away with survivors. The bottom photographs show, left, the last man to leave the sinking ship, balancing himself in a porthole on the bow; right, the 'Grenville's' bow alighted against one of the rescuing destroyers.

*Photos: Associated Press Wright & Logan*



# THE SEA AFFAIR: NAVAL OPERATIONS IN THE FIRST WEEKS OF 1940

*A Five-Hundred-to-One Chance of Safety in British Convoys—Fine Feet of SeamanSHIP—Loss of the 'Dunbar Castle'—Three British Submarines 'Failed to Return'—What Happened to 'Starfish,' 'Seahorse' and 'Undine'—Sinking of the Destroyers 'Grenville' and 'Exmouth'—Aerial Attacks on Fishing Craft and Lightships—Signal Victory Over a U-Boat*

**T**he first month of the year 1940 was not characterized by any outstanding naval action. Pursuing their depredations on peaceful shipping, the Germans continued to take toll of merchant vessels, again to the considerable disadvantage of the central nations. The British Navy suffered serious losses in the destroyers 'Grenville' and 'Exmouth,' the submarines 'Undine,' 'Starfish' and 'Seahorse,' and several Admiralty trawlers. But despite these gains the Nazis showed no signs of being able to intensify their submarine campaign, and it is fair to say that their inglorious successes were won by the mine, the bomb and the machine-gun as much as or more than by the torpedo.

For with half her submarine effectives destroyed, Germany's empty boast of speedy replacement was clearly falsified. It became obvious that something had gone awry with the vaunted scheme of mass production which was to place a new submarine in service every day—that is, something of a purely technical character other than the practical impossibility of providing officers and crews on the same scale.

And so we find the sea affair in January, 1940, contributing to German credit little more than the sinking of cargo boats and the bombing and machine-gunning of fishing vessels, but adding still one more laurel to the record of "frightfulness" in the attacks on Trinity House lightships.

British seamen at this time showed themselves well content with the position at sea. Both the Prime Minister

## Mastery of the Sea

and the First Lord made public pronouncements of the first importance, in which they clearly stressed the growing advantage on the side of the Allies, which became more obvious as the months passed by. Mr. Churchill, in one of the most memorable speeches of his career (at the Manchester Free Trade Hall on January 27), recalled an earlier broadcast speech in which he had said that if Great Britain could reach the spring without any interruption to her sea-borne trade she would have gained

the opening campaign of the war. He was speaking, of course, of the whole war effort and all the respite which might be hoped for to build up the military and economic strength of the country. He did not suggest that the

spring had yet arrived, but with all his customary caution he did imply that, so far, no major disaster had befallen which could in any way dim the prospect of that victory. Sea-borne trade had been interrupted, but never to the extent which might vitally affect in a detrimental manner the life of the nation or the conduct of the war.

But no one could complain that the First Lord was parsimonious in his facts and figures, any more than he was pusillanimous in his inferences, and again he fortified his argument with encouraging statements: "Let no one be disheartened," he said, "when he reads of daily losses or battles to them reiterated by the B.U.C." After five months of violent naval war it was better that his audience should remember matters of real encouragement, amongst which he enumerated the following.

It was a 500 to 1 chance, the First Lord said, against any ship which obeyed



## NAZIS FLOUTED ALL HUMANE CONVENTIONS

The upper photograph shows the East Dudgeon Lightship, attacked and machine-gunned by a Nazi aircraft on January 1940. Beneath is the Trinity House vessel 'Recluse,' another victim of Nazi aeroplanes. An enemy was killed and 32 hands injured.

Photos, Daily World - Post

Admiralty instructions and joined a British convoy being sunk. Under the operation of the convoy system, out of nearly 7,000 ships convoyed only 13 had been lost; and it was to be remembered that the convoy system was becoming more refined and rapid as the weeks went by. The volume of British imports and exports, inevitably checked by the change from peace to war, was now steadily increasing. The ships captured and ships built had almost made good the losses suffered; and, finally, very important reinforcements were approaching both the British Navy and merchant shipping, to meet new dangers and new assaults which might have to be faced in the future.

The first five months had seen the U-boat driven from using the gun to using the torpedo, and largely driven from using the torpedo to laying the ambush mine. Therefore

First Lord's no doubt, Mr. Churchill Optimism added, that the attack by mines would be severe and costly, but he thought that British science was superior in several important ways to that of the enemy, and he saw no reason why the mine warfare should not be brought into control as effectively as it was in the last war. In point of fact, during the month of January the sowing of mines by mine-

plane did sensibly diminish. This was in part due to the success of R.A.F. patrols over German seaplane bases, which prevented German aircraft leaving on night mine-sowing raids.

During the severe winter weather which raged in the New Year and continued for weeks, the sufferings of the victims of the war at sea were of the most intense description. Abandoned to their fate on rafts, floating wreckage or upon lifeboats, many died of hunger and exposure before help could reach them. Often their fate was a lingering one of slowly diminishing hopes, to end only in death itself. But every day revealed fresh instances of heroism adding new lustre to the immortal records of the men of the Royal Navy and Merchant Marine.

On January 6 it was announced that the official congratulations of the Admiralty had been conveyed to an 18-year-old deck hand for a remarkable feat of seamanship and endurance after his ship, the London steamer "Arlington Court," had been torpedoed in fierce weather in the Atlantic in November (see Chapter 30). The lad was Malcolm Morrison, of Carboast, near Stornoway, Isle of Lewis. He navigated a water-logged lifeboat six days and saved the lives of five of his shipmates. This gallant youth happened to be the



#### INTREPID YOUNG SCOT

This 18-year-old deckboy, Malcolm Morrison, of Stornoway, Lewis, is being congratulated by a London policeman as he the Admiralty. After the sinking of the "Arlington Court" on November 20, 1939, he navigated a water-logged lifeboat for six days, saving the lives of five of those with him.

Photo, Tynan

only one aboard the drifting boat who knew how to use a sail, knowledge he had gained as a boy as a drifter. He was elected "skipper" of the craft, and steered a course by the aid of a pocket compass, until finally he reached a busy shipping lane, where the lifeboat was spotted and rescued by a Norwegian tanker. Morrison even took charge of the rationing of the water supply, and when his feat became known he was invited to the Admiralty to tell his story and receive congratulations.

#### ALLIED NAVAL STAFFS CONFER

Members of the British and French Naval Staffs are here seen in conference at the Admiralty. Left to right, seated: Capitaine de Vaisseau G. Rivoyre, Vice-Admiral Oskar Hal, Capitaine de Vaisseau Anthon, Capitaine de Flotte Dorian, Captain C. S. Holland, Vice-Admiral T. B. V. Phillips, Rear-Admiral H. M. Burroughs, Captain V. H. Danchwara, Vice-Admiral B. H. Ramsey, Admiral Lionel Preston. Left to right, standing: Lieutenant de Vaisseau Legent, Captain L. H. Bell, Captain R. H. F. De la Roche, Commander J. D. Owen, Commander H. E. Phillips, Vice-Admiral Phillips, Deputy Chief of Naval Staff, at the head of the table, and the French members on his right.

British Official Photograph - French Copyright







### VICTIM OF MAGNETIC

The transportation liner 'Dunbar Castle' was wrecked on January 9, 1940, through striking a magnetic mine which sank her bow. The vessel is seen above, partly submerged. On the left two youngsters are reading the ship's name on one of her lifeboats, a grim smile washed upon the south-east coast.

Photo, Eng. Heralds

The men got to calling me 'skipper.' Morrison said in a report to 'The Daily Telegraph.' At first some of them tried to save the boat, but they broke two of the four masts and had to give it up. So I picked up a lifeboat and took charge of the deserting. I did not sleep at all until we were rescued."

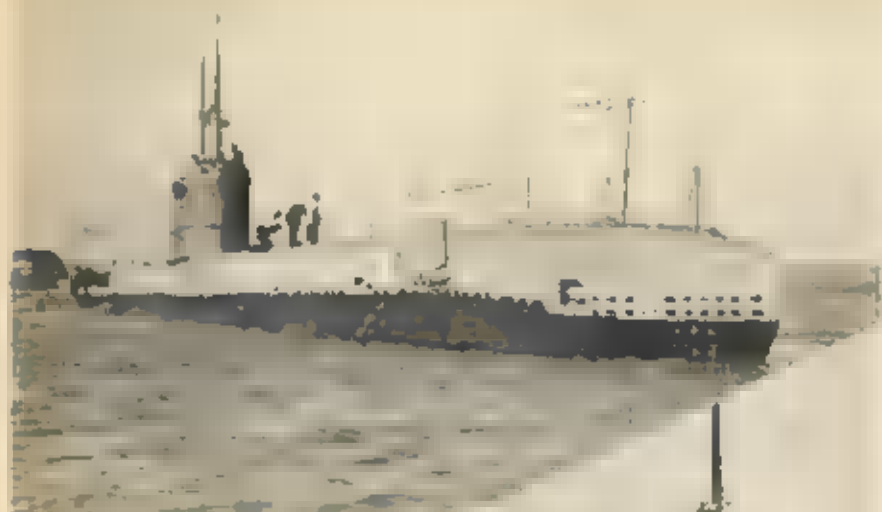
None of the crew, said Morrison, was fully dressed. In the boat were four blankets, but they were soon soaked by the heavy seas which the boat shipped. All suffered terribly from frostbite, and all save Morrison himself had a long spell in hospital afterwards. He said that he knew in which direction to steer because he had taken turns at the wheel of the "Arlington Court" and had afterwards followed the westerly course taken by that ship. During the period under review the

Germans reserved the main part of their attacks to small vessels out of convoy, but the ever-present danger of the mine was shown on January 9, when a major loss occurred. On that day the 10,000-ton Union Castle liner "Dunbar Castle," sailing in convoy for the Cape, struck a mine and sank off the south-west coast. The boat had some 18 passengers aboard, including nine children, and although she sank within fifteen minutes they were all rescued.

The commander, Capt. H. K. Dunston, a storekeeper and a seaman were killed by the explosion. Captain Dunston struggled, mortally wounded, from the bridge to his cabin to try and secure the ship's papers. He died ashore the next morning. The chief officer, Mr. E. H.

Robinson, took charge of the ship. He has described how, immediately the second mine struck, she started to heel over and reached an alarming angle in a few minutes. There was no panic, and the boats on the starboard side were lowered. Mr. Robinson paid special tribute to the stewardess and some trained nurses and Sisters of Mercy who were aboard and did wonderful work amongst the women and children.

A remarkable example of seamanship was shown by the second officer (Mr. Saunders), who set his own broken leg while the lifeboat in his charge was tearing in a choppy sea. He fixed the splint, gave orders to the crew and encouraged them to row harder.

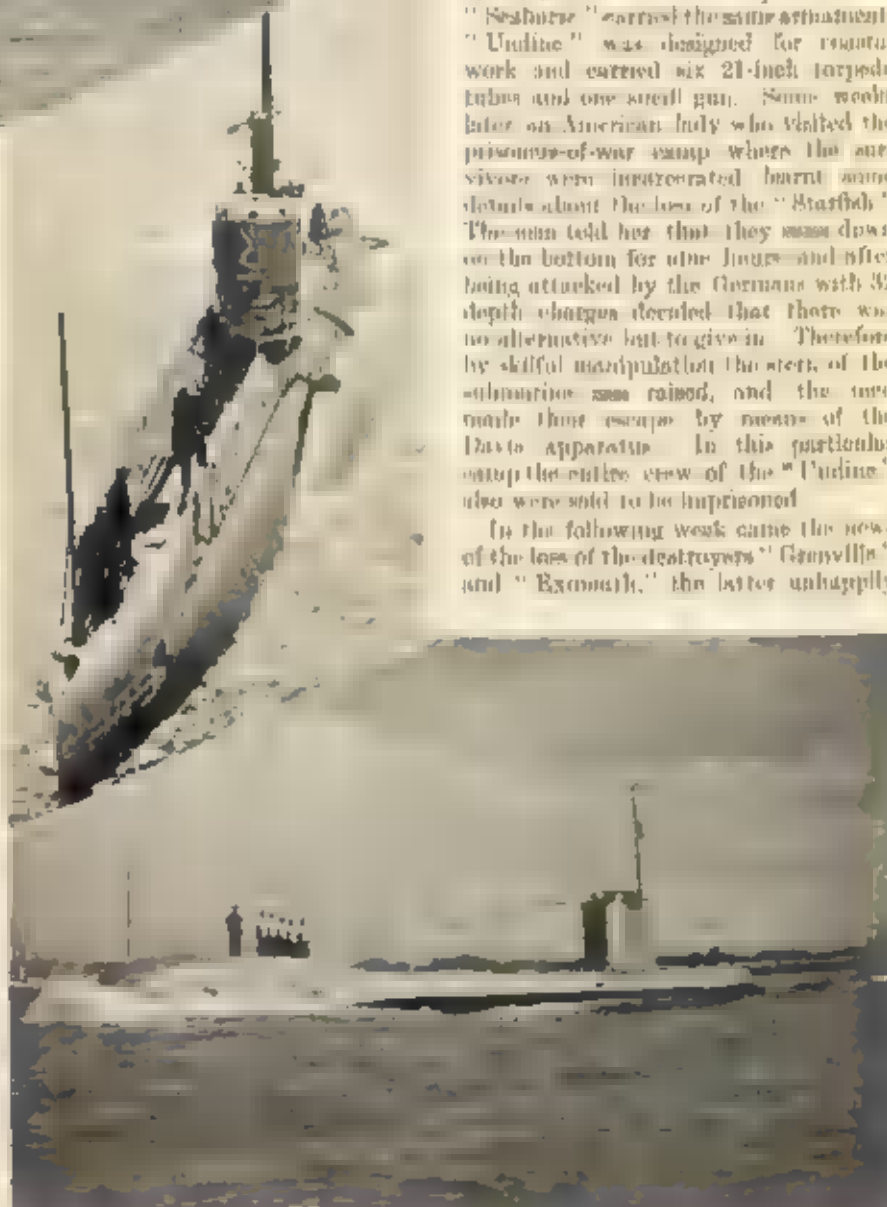


One of the wireless operators saw the boat to leave the ship, and indeed had a narrow escape from being left behind. He described how he shouted for help until his jaws were too stiff to move, and when at last he saw a boat going to starboard he was too paralysed to wave. He was unconscious when rescued by the mate of a trawler, who climbed from a boat to the liner and lashed the unfortunate man to a lifeline to which he had been clinging. After getting assistance the rescuer succeeded in putting the wireless operator into a boat. He had been alone in the ship, and a minute later might have been drowned.

On January 18 the Admiralty announced the loss of three British submarines: "Starfish" (640 tons) with a crew of 10, "Seahorse" (640 tons) with a crew of 11, and "Undine" (640 tons) with a crew of 27. The

**Particularly  
Hazardous  
Service**

last official statement was to the effect that these vessels had been engaged on "particularly hazardous service," and with that the public had to content. The Germans announced that they had taken prisoner about 20 of the officers and men. A curious feature of the many broadcasts of the names of the survivors was that they were made piecemeal a few at a time. Whether this was a form of refined cruelty to the anxious next of kin, or whether it was intended by these means to give the impression that a far larger number of British submarines had been sunk, only those who are behind the warped mind of the German propagandist can tell. Actually it appeared later that a far greater number than 20 had been saved, including the entire crews of "Starfish" and "Undine." No survivors of "Seahorse" were reported, however.



**SUBMARINES LOST WHILE ON DANGEROUS MISSION**

Three British submarines were lost during the month of 1940. The "Seahorse" (top), "Starfish" (center), and "Undine" (bottom). They were the first British submarines to sink by enemy action since the beginning of the war. The crews of the "Starfish" and "Undine" were able to make their escape by means of the Davis apparatus and were interned in Germany.

(Photo, Central Press; Wright & Lorton)

The three vessels were, in fact, the only submarines sunk by enemy action since the outbreak of war, and whatever the nature of their dangerous mission we may be at least certain that it was a legitimate one and that they were not engaged, for example, in sinking defenceless merchant ships. "Starfish" was a "half-meter" of "Salmon" and "Undine" was a sister ship of "Pisula" two submarines which had done so well a few weeks earlier in torpedoing a German submarine and three German cruisers (see Chapter 48). "Starfish" was a comparatively small vessel, carrying one 3-inch gun, a machine-gun, and six 31-inch bow torpedo tubes. "Seahorse" carried the same armament. "Undine" was designed for coastal work and carried six 21-inch torpedo tubes and one small gun. Some weeks later an American lady who visited the prisoners-of-war camp where the survivors were incarcerated learnt some details about the loss of the "Starfish." The man told her that they came down on the bottom for other things and after being attacked by the Germans with 32 depth charges decided that there was no alternative but to give in. Therefore by skilful manipulation the stern of the submarine was raised, and the two men made their escape by means of the Davis apparatus. In this particular camp the entire crew of the "Undine" also were said to be imprisoned.

In the following week came the news of the loss of the destroyers "Grampville" and "Exmouth," the latter unhappily



#### 'AJAX' DEFYING THE 'GRAF SPEE'S' LIGHTNING

Here is a unique photograph of the River Plate naval battle taken by Marine Sgt. [unclear] of the crew of H.M.S. 'Achilles.' [unclear] H.M.S. 'Ajax' firing her foremost turret guns at the German battleship 'Admiral Graf Spee' as the latter was standing still out for the safety of Montevideo harbour. The 'Ajax' is some 600 yards away from the 'Achilles,' and making high speed. See also other pictures in pp. 580-5.

Photo Central Press





### MODERN MINE-LAYER'S DEADLY CARGO

Mines can be laid by almost any class of vessel, and cargo ships as well as specially built mine-layers are used for this task. The mine-layer is fitted with rotary gear and an endless chain equipment, which engages the mines in succession, each with its roller and line. They are drawn all on trolleys on a special track and dropped over the stern one after another. Above are seen some of the mines carried on a British mine-layer which was once a pleasure steamer. Left, is a close-up of a mine, in which a humanist has given man his last rest. British contact mines are loaded in accordance with the Hague Convention, and fitted with a device that renders them harmless if they break loose.

*Photo. C. & General*

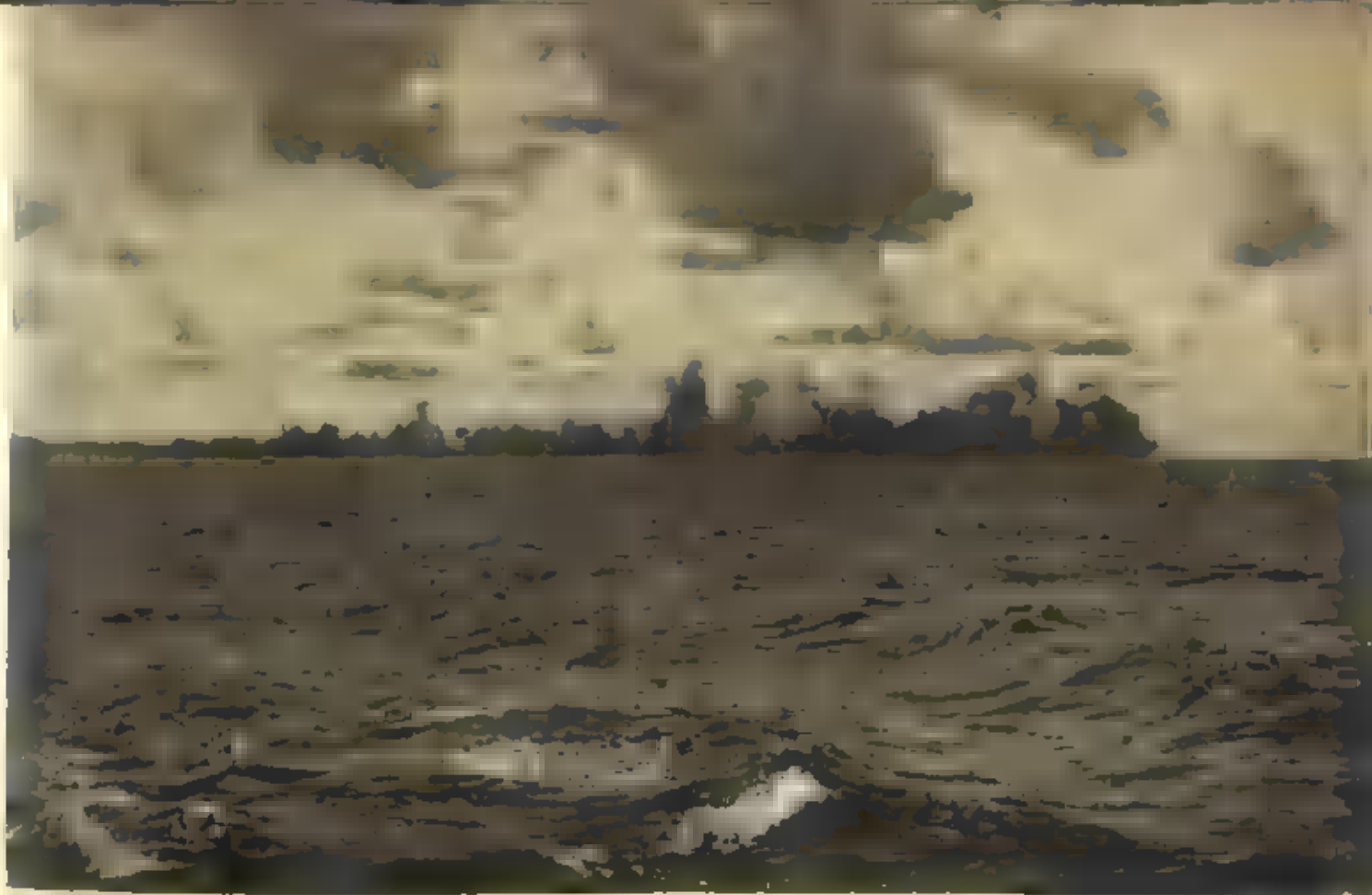


Photo. Harry M. Brown

#### FROM THE SHELTER OF THE SMOKE SCREEN

In naval operations the smoke screen often proves invaluable in concealing attacking forces from the view of the defenders. The photograph above shows what a smoke screen looks like when viewed from a distance. Below, a destroyer is seen suddenly emerging from the shelter of a smoke screen. The blocking of the harbours at Zeebrugge and Ostend in 1918 were good examples of the value of smoke screens in providing cover for an attacking force.





#### DOVER PATROL'S WATCH AND WARD OVER THE NARROW SEAS

In the Second Great War, so in the first, the vigilance of the Dover Patrol played a great part in the defence of the country as well as in helping to keep open the shipping lanes of our coasts. Above, a view of the Patrol, on its beat off the British coast, passes a typical merchantman.

*Photo. Syrett & General*



with all hands. H.M.S. "Granville," an Admiralty type flotilla leader of 1,485 tons, was launched in August, 1935. She had been built as leader of the G class of destroyers, to which "Gipsy," mined off the East Coast in November, belonged. She carried a normal complement of 175, of whom eight were known to have been killed, while 73 were missing and must be presumed to have lost their lives.

H.M.S. "Granville," whose commander was Captain G. E. Cassy, D.S.O.,

was either mined or torpedoed in the North Sea. A survivor's

account of the sudden catastrophe was given by Able Seaman J. Walton, of Fleetwood. Describing how he was buying chocolate in the canteen when a terrific explosion took place, he said that he failed to reach a lifeboat and followed the rest into the sea. The bridge and superstructure collapsed, and many men were trapped underneath.

"I was lucky to grab hold of a spar," he said. After being tossed about for two hours I was rescued by another ship. Many men were clinging to all kinds of wreckage, though the survivors were becoming fewer as the hours passed. One man was holding on to part of the funnel with one hand while in another he held a piece of food which he was eating."

The commander, who was among the saved, did not seem to encourage his men, even in these dire straits. Walton added: "Captain Cassy, while in the water, shouted messages to cheer us up. We responded with an effort, singing the Beer Barrel Polka."

The loss of H.M.S. "Exmouth" (Captain R. S. Benson) was an unrelieved tragedy. The Admiralty stated that her sinking was due either to mine or torpedo, and from the wreck held out no hope that there were any survivors. She was a flotilla leader of 1,475 tons, re-commissioned at Portsmouth in 1933. Her complement was 175, and she mounted five 17-inch guns and six smaller guns, and eight torpedo tubes. Her captain had achieved considerable distinction in the Navy, had served in the First Great War, and as recently as a few weeks earlier had been awarded the D.S.O. for successful action against enemy submarines. The sinking of these two warships brought the total destroyer losses since the outbreak of war to five, the other three being "Duchess," lost in collision, and "Gipsy" and "Blanche," sunk by mines.

The story of the Merchant Navy during this period is given in Chapter 47, but as a general indication of the methods employed by the Germans one



#### MAIL FROM MARINERS

The sailor, like the soldier, looks forward to his mail from home. This photograph, taken from a British warship, shows how quickly the destroyer acting as "postman" while both ships were on their course, communications being first established by wireless apparatus.

Central Press

or two specific examples may be taken. Two features stand out in this miserable record of sinkings of comparatively small vessels: how ruthlessly the German order was obeyed to sink without warning, and how tragically sudden was the influence of the disaster. Thus, "the London steamer 'Box Hill' sank in the North Sea (on January 1) within two or three minutes of an explosion. . . . There was no time to launch the boats. . . . It is feared that 24 of her crew lost their lives." Again (on January 12): "Ten of the Newcastle steamer 'Granta's' crew of 31 are missing. The vessel's luck was broken, and she sank in three minutes." These are typical instances of the suddenness of the call to face death which came to the merchant seamen.

But not always was the blow immediately effective, and if it did not prove so, the German submarine would persist in firing until the wretched ship

was sent to the bottom. An instance is the Fleetwood trawler "Barbara Robertson," the survivors of which were afloat in an open boat for ten hours before they were spotted by a seaplane, which directed a warship to their rescue.

The first intimation of attack in this case was a shell out of the darkness, which smashed the wheelhouse. Followed this no fewer than 18 shots were fired by the German submarine into the helpless little trawler before she finally received the hit which sank her. This period as a whole is probably more notable for the rapid development of aerial attack on shipping, which reached a high degree of intensity in the last days of January, when the Germans thought that the extremely severe weather would paralyze the counter-attacking aeroplanes. They were sadly disillusioned: the British "Fighters" were ready, and though

Death  
out of the  
Darkness



#### BRITISH NAVAL GUNNERS IN TRAINING

This photograph, taken at sea, shows Naval gunners undergoing their 2000 hours of training after an intensive period at a gunnery school. They are seen manning anti-aircraft "pom-poms," ready to deal with hostile aeroplanes.

Photo, Central Press

enemy attacks covered a range of over 400 miles of the British coastline, they were everywhere beaten off.

The method employed by German pilots was to swoop down on stationary or moving shipping, drop high-explosive or incendiary bombs, and machine-gun the crew. They had more success with their machine-guns than their bombs, and many defenceless sailors lost their lives whose ships remained undamaged. Seven stationary lightships did not escape these cowardly attacks. Commencing on this same stretch of all the laws of human decency, the deputy master of Trinity House, in a letter to "The Times," recalled that when the Eddystone lighthouse was being built in the early part of the 18th century a French privateer carried off the workmen as prisoners. When King Louis XIV heard of the capture he gave orders that the privateer captain was to be repatriated and compelled to release the captives, saying: "Their work is for the benefit of all nations. I am at war with England, not humanity." This correspondent added: "Further comment on the attitude towards humanity

exhibited by our present enemies appears to be unnecessary."

The worst crime and the most poignant tragedy was the bombing of the East Dudgeon Lightship No. 6, attacked from the air on January 29. The only survivor of the crew of eight, Mr. J. Sanders of Great Yarmouth, told how the German aeroplanes sprayed the decks with machine-gun bullets and dropped mine bombs, the last of which hit the vessel. The enemy then flew off, leaving the crew of eight on their fate in the ship's small boat. For 24 hours the doomed men (the majority elderly) rowed towards the coast, only two of them at last being strong enough to hold an oar. They reached the coast at 2.30 a.m. the next morning, when the boat capsized in the surf and only Sanders was able to struggle ashore. The bodies of his seven comrades and the overturned boat were later found on the beach.

Not all the German attacks on merchant ships, however, were allowed to go unchallenged. On many occasions these were beaten off by the use of the light armament carried. Two instances

will suffice: the Royal Navy ship "Highland Patriot" (11,157 tons), bound for Rio de Janeiro, was pursued for two hours by a German submarine, whose fire she returned with most satisfactory results; a British tanker, attacked with bombs and machine-guns by a Heinkel plane in the North Sea, returned the fire with her anti-aircraft gun and almost certainly hit the aircraft.

The month ended with a signal victory over a German submarine which on January 30 had attacked ships en route and sunk the British tanker "Vactin" (5,925 tons) the crew of which were fortunately rescued by an Italian steamer. The convoy's naval escort immediately bombed the submarine and counter-attacked with depth charges. Later a flying boat of the R.A.F. Coastal Command located the submarine, which was apparently unable to dive owing to damage sustained from the depth charges. A heavy bomb was dropped, anti-aircraft and machine-gun fire was exchanged, and by the time the submarine had retreated the warships to the spot the submarine had sunk: survivors were rescued from a rubber dinghy and from the sea. This admirable example of the co-operation of sea and air forces emphasized the extreme danger run by German submarines when attacking British ships in convoy.

## Diary of the War

### JANUARY, 1940

**January 1, 1940.** German planes raid Shetlands and bombes shot down. British seaplanes brought down in North Sea. Violent attack in Fathale corner of Karolien Islands reported. North of Norwegianian Finnish troops pursue defeated Russians. British steamer "Box Hill" sunk. Norwegian steamer "Lana" torpedoed.

**January 2.** Details are published in great Finnish victory in region of Lake Tatra, north of Lake Ladoga, where fighting raged from Dec. 11 to 23 and a Soviet division was annihilated. Fight over North Sea between three R.A.F. bombers and twelve Messerschmitts, the latter destroyed two others driven down. Two British machines lost.

**January 3.** Finnish air force raids Soviet towns at Vitebsk and also Muzamak and Russian towns at Leningrad. Swedish steamer "Svartan" torpedoed off north of Scotland.

**January 4.** Finns isolate Soviet settlements north of Lake Ladoga. R.A.F. makes successful reconnaissance over North-West Germany and patrols over English towns in Holland and light. British trawler "Danzon" towed out.

**January 5.** Mr. Hans Dethlefsen, Minister of War, resigns. Mr. Oliver Stanley appointed in his place. Mr. John Ridd becomes Lord Macmillan as Minister of Information. Paris reports intense artillery activity on Western Front.

**January 6.** Fighting continues near Suomussalmi and on Iva "front" in Salla sector. Finns make contact with new Russian division north of Karasjok. Russians lose eight planes in raid on Udd. British trawler "Kia" sunk.

**January 7.** Russian planes bomb towns of Turku and Kuopio. Mr. Churchill visits R.E.F. in France. British vessel "Townday" and "Odrington Coast" sunk off South-East Coast.

**January 8.** Finns reported to have won great victory during week-end in "veljite" area. Russian 41st Division being destroyed. Success also reported from Salla and Petsamo fronts.

**January 9.** Naval operations attack with torpedoes and machine-guns, merchant ships. Holding craft and Trinity House vessel off East Coast. British steamers "Gowrie," "Oakgrove" and "Ondulans" sunk; other vessels attacked and disabled. Lines "Dunbar Castle" sunk by mine off South-East Coast. Tanker "British Liberty" sunk. Dutch steamer "Trafal" mined. British trawler "Hive Barn" reported sunk by Nazi destroyers. First Colonial contingent from Cyprus—bound in France to join R.E.F. Creation of Royal Air Force Command in France announced.

**January 10.** R.A.F. makes bombing raid on German seaplane base of Sph. R.A.F. have running fight with Messerschmitts over North Sea. One of latter destroyed and one disabled. One British machine lost. Battle in progress north-east of Lake Ladoga. Near Suomussalmi Finns drive Russians back over frontier. Norwegian steamer "Nana" mined.

**January 11.** German tankers cross British coastline at points from East Scotland down to Thames Estuary but are driven off. No bombs dropped. British Coastal Command aircraft attack German destroyers off Jutland coast. British steamer "Kegon" torpedoed and sunk. British tanker "Kilias" mined.

**January 12.** Heavy fighting in Salla sector. Soviet raiders damage Lahli radio station. R.A.F. machine-bombing tonight at 30,000 feet with four Messerschmitts. Bombs dropped by patrol machines in Lantum Bay, Heligoland light. British ship "Orania" and trawler "St. Lucia" sunk. Norwegian steamer "Fredville" reported mined.

**January 13.** R.A.F. carry out greatest wartime survey flight during night Jan. 12-13, flying over Austria, Bohemia, Eastern and North-West Germany. All machines return safely. Heinkel bomber shot down off North of Perth.

**January 14.** Heavy Russian attacks on Salla front. Finns bomb Soviet air attacks on Petsamo front. Successful Finnish survey flights over Germany.

**January 15.** Soviet infantry struggle in progress north of Lake Ladoga. Many Finnish towns bombed. Dutch steamer "Arondkerk" sunk by U-boat.

**January 16.** Admiralty announces that three British submarines, "Squalor," "Undine" and "Scarfish," must be considered lost. On Salla front Finns destroy two companies. Further Russian raids over Northern Finland.

**January 17.** Russians retreat in Salla area. Finns occupy Kuvus. The Sound, between Denmark and Sweden, frozen over. British fighters intercept Nazi raiders over Suffolk.

**January 18.** Russians retreat thirty 30 miles on Salla front. Details reveal drastic practical state of siege in several coastal areas. British steamer "Ostrera" reported sunk. Norwegian steamer "Hild" and "Papirholm" reported sunk. Swedish steamers "Flammar" and "Fogon" mined. Danish steamer "Canadian Rover" torpedoed.

**January 19.** Severe fighting in "veljite" area of Finland where Russians are still in retreat. Russian division north of Lake Ladoga also begin to retreat. R.A.F. fighter attacks Italian radar off Aberdeen. Reconnaissance flights over North-West Germany. Swedish steamer "Papila" sunk by U-boat. British tanker "Inverlargo" reported sunk.

**January 20.** Heavy air raids over towns in South Finland, especially Turku. Continued severe fighting near Salla. British tanker "Carroll River" mined. Estonian steamer "Nautila" sunk.

**January 21.** Admiralty announces that H.M. destroyer "Granville" has been sunk in North Sea. Finnish aircraft bomb fortifications at Kronstadt. Soviet naval base near Leningrad. They also raid Russian bases in Estonia. British steamers "Perryhill" and "Proballans" mined. Danish ship "Tella" and Norwegian "Almota" sunk.

**January 22.** Russian army still fighting strenuous action in Salla sector. New Russian offensive aimed Lake Ladoga. U.S. trawler, "Valdora" overhauled and towed. Greek steamer "Khaton" and Russian "Dromada" reported sunk by U-boat.

**January 23.** Russian offensive in Talsala sector back. Small Russian force still holding out at Maakkajärvi on Salla front. H.M. destroyer "Kestrel" reported sunk with all hands. Two steamers, British "Baltic" and Norwegian "Phos," mined.

**January 24.** Fighting continues north-east of Lake Ladoga, in Karolien Islands and in Salla front. Two German aircraft fly over Shetlands and drop four bombs, but no damage is done. British vessels "Newhaven" and "Parrhill" reported lost with all hands.

**January 25.** Russian offensive north-east of Lake Ladoga still held by Finns. Finns' attacks on Salla front and in Petsamo district intensify. Soviet planes sink Finnish steamer "Notung" by bombing. U-boat sunk by Finnish patrol ships. German freighter "Altoer" sunk. Swedish, Norwegian steamers "Blarita" and "Gudogig" sunk.

**January 26.** Russian attacks north-east of Lake Ladoga the days after landing six days. Latvian steamer "Riviera" and Swedish steamer "Sanga" sunk.

**January 27.** Russian submarine sunk in Finnish minefields. After five days debate South African House of Assembly rejects General Horlitz's peace motion by 81 votes to 59. German Ambassador in Rome protests against Italian threat ends on German permission to Poland.

**January 28.** Fighting continues in smaller scale north of Lake Ladoga. Finnish steamer "Onjo" reported sunk. Swedish steamer "Sylvia" torpedoed and consumed. Revealed that during month of January Britain has experienced coldest spell since 1891.

**January 29.** Widespread Nazi raids on British sea attempts, extending from Shetlands to coast of Kent. At least 13 ships attacked, two being light ships. New outbreak of fighting north-east of Lake Ladoga, where Finns capture several enemy positions. Severe Soviet air raids over Hango, Turku and other towns. Danish ship "England" and "Kjelsonborg" and Norwegian steamers "Pars" and "Helsingor" reported sunk by U-boat.

**January 30.** New Finnish offensive launched north of Kuhnus. Further Nazi raids on East Coast shipping. Heinkel bomber shot down off Northumbria. Another disabled near Firth of Forth. British steamers "Uthman" and "Hilgwa" sunk by Nazi bombers. British steamer "Eston" pronounced lost.

**January 31.** Finns report success in new battle at Kuhnus. Admiralty announces that U-boat which attacked convoy and sank British tanker "Vallin" has been destroyed. Russian planes drop at least 150 bombs on Rostovsk.



## NAZI LEADERS ADDRESS THE GERMAN PEOPLE

Most utterances by spokesmen of the Reich were directed against the Allies or boasting assertions of Germany's might, but sometimes the human note was struck, as in the admission by Goebbels that life in Germany seemed to become grayer every day, and in the rebuke addressed by Goering, as Commissioner for the Four-Year Plan, to bullying Nazi officials. Illuminating extracts from other speeches are also given.

DR. GOEBBELS IN A BROADCAST SPEECH ON THE ANNIVERSARY OF THE FUNDATION OF THE "STRENGTH THROUGH JOY" MOVEMENT, NOVEMBER 27, 1939:

**T**he war has brought us many fresh sorrows. It is only natural that these sorrows, as they are so new and so heavy, are pressing upon the spirits of our people. Every day life seems to become grayer, and more difficult than it used to be.

A war cannot be won without optimism, which is as important as guns and rifles. What could be more suitable for creating this spirit of optimism than art? The more difficult and depressing the times, the more shining must be the beacon of art. This is particularly the demand of our soldiers. When the German radio broadcast a question as to what they wanted to hear the musician reply was "optimistic music."

FRIEDRICH BAERLEIN GOERING IN A WARNING TO GERMAN OFFICIALS, DECEMBER 15, 1939 (WAS PUBLISHED IN THE GERMAN PRESS):

**O**fficials are not there to drill the people, but to help them. I have unfortunately had many complaints recently about the overbearing behavior of officials in state departments. Some of these complaints show how little certain officials are conscious of their dignity and of their duty to the nation.

For instance, when an official was approached by a lonely married couple who wished to apply for a permit to buy some material for outdoor use, he curtly refused their application, and told them to stick newspapers over their windows. Such attitudes which are, unfortunately, still not uncommon occur again in future. A member of the public who approaches a public department wants advice and not stupid phrases.

Measures must be taken to see that applicants do not always have to wait for long periods in queues. I demand that work should be done quickly and that everything should be completed in the shortest possible space of time.

DR. GOEBBELS IN A SPEECH ON A POLITICAL CHRISTMAS PARTY, DECEMBER 22, 1939:

**T**his is a "war Christmas" celebrated by a determined people. There is hardly anybody in Germany who is not suffering from difficulties and hardships, and there is certainly nobody who does not want to suffer.

Germany's very existence is at stake. London and Paris provide clearer and clearer evidence of this fact. If, during the first weeks of the war, the Allied politicians tried to persuade the world that they were waging a war against Hitlerism without wanting to injure the German people, nobody is trying to conceal today that it is their goal to strike Germany down, to dismember her as a nation, and to split Europe thereby bringing her back to her former political and economic impotence. Either we resign as a great power or we win this war. It is of little significance for our national future who in particular among our enemies wanted this war and whether the British and French peoples are waging it joyfully and willingly.

We do not underestimate our opponents, as we are well aware of all their resources, but at the same time we know our opponents. That is why we do not operate them either. They will be conquered and crushed by the power of 50,000,000 people. Their worst hope is to separate the German people from their Fatherland. But they will never succeed. Their mendacious gabbling has no effect whatever on the German. They shall not, as they did in 1918, win a victory of deception.

We celebrate this Christmas with that profound faith which is always the forerunner of victory. There is among us no lack of that optimism essential to firm and fighting. In this hour, we are not moved by grief and mourning but by pride and confidence. Our people are united as one great family and they are determined to bear the burden of fighting

and working. We promise them at the front in the same way as they do.

Wherever burdens and sacrifice can be mitigated, we have done so and shall continue to do so. But wherever they are inevitable, we will bear them together in order to make them lighter. Although peace is the end meaning of Christmas we shall talk of peace only after victory.

HEINRICH DON STRATHE, DEPUTY PROTECTOR OF BOHEMIA AND MORAVIA, IN A NEW YEAR PROCLAMATION TO THE CZECH PEOPLE, DECEMBER 31, 1939:

**T**HANKS to the wise decision of the State President to place itself under the protection of the Reich, the Czech people have been spared the fate of Poland. It can go about its life in quiet and peace, and all the essential conditions have been secured to open up for it a happy existence in the great German Reich. One condition has more advantage than the Czech people do and this powerful community without shortcomings. It must be expected from the Czech people that it realize the seriousness of the position, and that it does nothing more for the next hour. I hope that the New Year will bring to the Protectorate of Bohemia and Moravia an undisturbed, healthy further development for the close community of fate in which the Czech people is bound to Germany—the best guarantee for its future.

HEINRICH HITLER IN A SPEECH ON THE SEVENTH ANNIVERSARY OF THE NAZI REGIME, JANUARY 30, 1940:

**W**HEN National-Socialism was striving for power, its opponents, the liberal and bourgeois parties, clamored for the complete dissolution of the National Socialist Party. In the same way the world is now striving to dissolve the German nation.

The spirit of the German nation will be the same reply that the German nation has given in its internal struggle. You are all well aware that we did not gain our victory internally by doing nothing. This victory, you remember, was preceded by a heavy struggle...

When eventually in 1933 we came to power, and I took upon my shoulders the responsibility for the future of the German nation, it was clear to me that the real struggle was still before me. The aim of this struggle, I know, was the liberation of the German nation.

Whatever I have created more than has been created with this in view. The party, the S.A., the S.S., the German Labour Front, the Army, the Navy, and the Air Force, they have all been created with one object and one only—the liberation of the German people...

Now I entered the political arena I have hardly slept a single day of any importance, not to speak of the past five months. There is one assurance I can give the German people—a tremendous task has been carried out in these five months. In fact, all that was created in Germany in the previous seven years failed to compare with it. Our arms factories are working according to plan. Our plants have been a success, and our tonight begins to bear fruit in all respects—such big fruit, in fact, that our enemies are gradually beginning to copy our methods. But their copying is only on a small scale...

Today they are confronted with the might of the German Army which is the best in the world, and by the German navy, which is united by understanding and discipline, the result of the German National Socialist education...

Eighty million people are now stepping to the front. The number of our enemies is still the same. Not these 50,000,000 Germans have the best Germanic constitution conceivable. They have a strong faith and I may say not the worst leadership in the world. Indeed, I am convinced that the best leadership is theirs. Both nation and leadership are united in one conviction—there can be no reconciliation until our clear rights are realized and secured...

# GERMANY BEFORE THE SPRING OFFENSIVE OF 1940

*Reasons for German Inactivity in the West—An Attack in the Low Countries was Called Off—Hitler's Proclamation Lacked Policy—Germany Depressed but Still United Behind the Leaders—Hopes of an Early Victory—Goering's Gloomy Speech—Impressions of a Repatriated British Refugee*

In his broadcast speech on November 25, 1939, Mr. Neville Chamberlain had truly said that "up to the present the war is being carried on in a way very different from what we expected." While it may be said that any major war would hold surprises for those on both sides who are chiefly responsible for the conduct of hostilities, the Second Great War continued to justify Mr. Chamberlain's surprise to an extraordinary degree. This unexpected quality was mainly an expression of the apparent indecision of German policy and strategy.

"We need not attribute the reluctance of our chiefs of staff to begin a great land offensive, or to attempt a series of attacks from the air upon this country, to their humanity," Mr. Chamberlain had also observed; but some such great offensive had undoubtedly been expected by the Allies, for reliable expert calculations suggested that by no other means could Germany avoid ultimate defeat. Moreover, it was believed, not without cause, at least for the first month or two of the war, that Germany's League Front was in a precarious condition, and that the Nazi leaders could not and would not dare to give the German people time to wait and ponder the national predicament.

As the weeks passed, bringing no more than the wasteful and brutal but indecisive actions of the sea warfare, and Finland's heroic resistance to Russian invasion, it seemed as if the false propaganda of the Nazis had defeated those earlier hopes of a speedy German racial collapse. The comparative inaction of the military and air arms that continued throughout the winter was certainly not due to any humane consideration, and each side may be said to have been holding up the other with a threat of mutual destruction should a violent large-scale offensive be started on land or in the air.

Nevertheless, this temporary stalemate could hardly have been chosen by the Nazi leaders as their policy, no matter how successful for the time being their propaganda may have been for home consumption. We have seen how Hitler's "peace offensive" failed in the

autumn, and it becomes evident in reviewing the events of the next few months that further diplomatic efforts, especially the attempts to influence neutral countries, were merely *faute de mieux*, because the Germans were not yet ready to repeat the methods that had been employed against Poland.

During the period from September until February, 1940, when the winter was coming to an end, the comparative inactivity of the Allies on land and in the air while their strength was steadily developing was much more easily understood than the German inaction. Why had not the Germans struck a mighty blow, in their traditional way, as quickly as possible, once they were able to transfer their forces from Poland, and the Allies were still comparatively unready?

In the first place, it is evident that Hitler and Ribbentrop counted on the Allies accepting the fait accompli in Poland and relied on a "peace offen-

sive." When their hopes in that direction were dashed, Hitler took counsel with a number of advisors, and the result was hesitation. But all the time autumn was passing into winter, and winter prohibited large-scale operations of a blitzkrieg.

What were the causes of the hesitation? Mr. Chamberlain truly said in the speech already referred to, that the Germans "must have come to the conclusion that at present they would lose more than they would gain by such attacks." But an analysis of this situation should reveal some significant factors that were bound to bear fruit later on in the war.

The prodigal expenditure of oil and the damage to mechanized vehicles in the Polish war had made heavy demands on reserves. Hitler's glorification of the swiftness of the German military triumph could not alter awkward facts of this kind. The question then was, could replacements be effected in time



## UPROOTED IN THE EVENING OF THEIR LIVES

Following the Russo-German repatriation agreement, the first batch of 10,000 nationalities from Volhynia, in Soviet Russia, crossed the River Bug at the end of December, 1939. Here are typical peasant women, forced to settle in a new country despite their advanced age.

Photo, Associated Press



### GOERING GREETS NAZI AIRMEN

Field-Marshal Goering was himself **captain** in the **German** Air Force during the **Great War**, so doubtless **his** visit **to** **a** **group** **above** **to** **a** **group** **of** **the** **Front** **received** **many** **enthusiasms**.

*Photo: International Graphic News.*

for an autumn campaign. **could** the army and air force risk a great offensive before they **been** increased and strengthened? The German General Staff evidently said "No" and demanded moratorium. They were under no illusion **to** the strength of the Maginot line. Could a decision be reached by a great air offensive? Hitler seems to have held out hopes of big results from their "secret weapon," the magnetic mine.

Hitler's **and** naval advisers appear to have recommended **an** attack on the Low Countries to further their plans, but by the time a decision to take such action was arrived at, winter **was** beginning and the Low Countries had taken **their**. At the last moment the General Staff seems to have vetoed the proposal. Possibly Hitler himself

had hoped that the threat of obvious preparations would have overcome the will of the Low Countries to resist an infringement of their neutrality; or at the least his **advisers** **have** agreed to the plan, but by then the General Staff had probably lost confidence in the possibility of obtaining a decision through **an** action alone. They certainly preferred combined air **and** land action, which would have to await the strengthening of the army.

Another probability **is** that Hitler himself acquired doubts **as** to the

reliability of his civil population if subjected to air reprisals at the hands of Britain and France. His General Staff, too, remembered how the civil population had failed them in the previous Great War. The next question **was**, failing land **or** air offensives, could the **Air Raid** German admirals promise results from

U-boat and mine warfare? They appear to have said "Yes," and to have determined to answer the Allies' blockade measures. If any effective answer was hoped for, disappointment awaited the Nazi command. Without the aid of the Low Countries' coastal bases, air and naval action against Allied (not to speak of neutral) shipping failed to produce results of importance, and this condition could be altered only by bringing the Low Countries into the war. Germany evidently was not yet prepared to take this final step, and may have waited to see if Holland could be dragged into **granting** transit facilities and the use of airports, under the threat of actual hostilities.

A strange feature **was** the variation in German propaganda, from Hitler's speeches **as** the most hollow gibes of the broadcaster known to the English people **as** "Lord Haw-Haw." The employment of this renegade showed a basic misunderstanding of British mentality and must have proved a bad investment for the Nazis. On December **the** Hitler made a proclamation to the National Socialist Party on German policy and **was** **still** asserting that **the** peaceful work had

### TRYING TO SOLVE GERMANY'S PETROL PROBLEM

Petrol was severely **short** in Germany, and in many places the family car **was** replaced by **a** family bicycle, seen below, right. The **German** **tried** to make good a considerable part of **their** deficiency from **Russia** and **Japan**, left, a Russian train driver conveying oil **to** **Germany** **in** cars showing **the** **bill** **of** **consignment** **to** **Nazi** **officials**.

*Photos: International Graphic News, Reuters.*









### NAZIS' SUBSTITUTE FOR IRON

All available iron being needed for her armament industries, Germany collected her stocks of old iron, even down to lathekeys. Such articles were replaced in electric metal, a German brass product, which a workman is fashioning. As can be seen from the upper photograph the new metal in the left-hand pan of the scales is much lighter than iron.

(Photos: International Graphic Press)

He warned his civilians, who might yet see their fairness: "Everything that will be demanded in the way of sacrifice cannot be compared with that which the entire nation has at stake and is not comparable to the fate that threatens her should the mendacious criminals of Versailles again come into power."

Only a week before this speech by the Fuehrer the Berlin correspondent of the Swedish "Svenska Dagbladet," in an apparently well-informed review of the situation inside Germany, pointed out that the British and French propaganda at the beginning of hostilities had seriously underestimated the strength of the German home front and that the least war in any case was far more effective than propaganda is wireless. On the other hand, this correspondent, as quoted in the "Manchester Guardian" (December 23), asserted that the German home propaganda underestimated the intelligence of the German people.

The domestic propaganda about the alleged guilt of Elser, the man arrested for the Munich bomb plot, had also been a failure in presentation. The writer concluded that, though there was no enthusiasm for the war, the Germans were prepared to make the best of a difficult situation and believed in the victory of Germany.

Certainly there must have been some truth in this picture, for the remainder of the 1939-1940 winter, brought to North Europe some of the severest weather ever recorded, and with but little to glorify in the way of warfare the Germans, with their ration cards and shortage of essential commodities, can have found little to cheer them in Germany's moral support of the Soviet's war against Finland.

They must also have become increasingly aware of the appalling misdeeds and savage repressions of discontent in Bohemia and Poland. The British

public must show to realize the full extent of this tyranny, in spite of lurid stories in the Press. Mr. Winston Churchill in a speech made at Manchester on January 27, 1940, told his listeners: "The German invaders pursue with every method their intention of destroying the Czech nation . . ." and "everything that has happened to the Czechs pales in comparison with the atrocities which are being perpetrated on the Poles. In German-occupied Poland the most heinous of terrorism prevails." And he gave a brief and horrifying résumé of the recent facts.

If the reports of Nazi methods in Poland did little to make Germany more popular with the small neutral countries of northern Europe, the effect of intimidating them seems to have been achieved. The merchant of the "Altmark" in Norwegian territorial waters revealed the dread of the equipped Scandinavian nations that they might become involved in the war, and then subservience to bullying from Germany. The position of the Scandinavian neutrals grew more difficult and precarious as the gallant resistance of Finland to Soviet invasion became increasingly desperate and dependent upon reinforcements either from the Allies or from the Scandinavian neighbours.

Germany's main front could now be envisaged as stretched right across Europe, facing Soviet Russia, with the northern wing in Scandinavia—whence came among other things, the vital supplies of Swedish iron ores—down to the Black Sea on the south, and the Middle East, where the Allies were reinforcing the Allied army in Syria, and the rearguard Turkish army. When the Danube should again be clogged with the passing of winter, removed German efforts to get larger supplies from and through the Balkan countries—especially of oil from Rumania and Russia—was one of the big uncertainties of the spring of 1940.

Meanwhile, the German public had to make the most of spasmodic and not really significant successes, such as the torpedoing and sinking in the Atlantic of the large Canadian cargo vessel, "Beaverlark," of 9,200 tons, and the denial of their leaders that the Allied blockade was effective, while the British themselves were going short of food owing to the German counter-blockade.

It appeared that throughout the winter, in spite of prohibitions and penalties, many Germans listened to French and British broadcasts. This was stated to apply especially to south-west Germany, though the B.B.C. now



#### WOMEN'S WAR WORK IN GERMANY

In Germany as in Britain, women played a large part in the war, and thousands were drafted into the factories. These photographs show : above, German women proving for their day's work, the children being left in kindergartens during working hours ; below, a woman attendant at a filling station ; right, women making oil containers from waste-paper pulp.

*Photos, Flunst News ; International Graphic Press*





in German was badly jammed. The Swiss radio was regularly listened to at noon even by leading Nazis, according to a report received in the Paris office of the German Social Democratic Party. This new series of reports started with the approach of spring, but the Paris correspondent of "The Daily Telegraph" outlined, in an article published in mid-March, a picture of "A Germany suffering from privation but apparently more than ever tightly held in the grasp of the Nazi Government. It is a depressed but a united Germany. If enthusiasm for Hitlerism is at no high pitch there is no opposition worth mentioning. The Nazi pact with Russia has 'defied' the Communists, whose underground anti-Nazi propaganda is said now to have stopped." This general conclusion was the more significant in that it was based upon reports from the Social Democrat opposition in Germany. Moreover, according to a Latvian correspondent there was "no apparent resentment among the Catholic masses in the Nazis' contemptuous attitude towards their Church." A report from Berlin asserted that there

was "a widespread fear that the end of the Nazi regime would mean the destruction of all order." Letters quoted from German soldiers in the field showed that the men were encouraged to believe that the war would end in the summer. Other reports echoed the conclusion that there was little radical criticism of the Nazi government, the people having been induced to fear the consequences of defeat more than the privations of war.

To drive home Hitler's idea that the Allies aimed at the destruction of the German people, the "Volkischer Beobachter" published a fanciful map showing "what the Allies would do to Germany." To avoid the restoration of the Austrian, Czech and Polish pre-war frontiers was evidently considered an insufficient reason to the average German for waging a war, as Goebbels' map-maker showed a Germany shorn of another third of her pre-war area, large portions having been handed over to Poland, Czechoslovakia, Austria, France, and even Denmark, which took the whole of the Jutland peninsula, including the Kiel naval base.

Another indirect sign the authorities were not very confident about the German civilian morale was the reception of the announcement on February 9 by President Roosevelt that he was sending his Under-Secretary of State, Mr. Sumner Welles, to tour the chief European countries. Mr. Welles' visit was treated by the Press of the whole world outside Germany as a most important piece of news, indicating possibilities of United States sponsorship of peace terms, but it was buried in the German press and radio until it could no longer be ignored.

Mr. Welles' visit was to Rome, in company with President Roosevelt's personal envoy to the Pope, a fact in itself somewhat embarrassing to the Nazi regime responsible for the German atrocities in Poland. But as Mr. Welles was to be received in Berlin, and actually to meet the Fuehrer, the subject had to be referred to. So it was treated in such a way as to convey the impression of German independence of United States diplomatic action, while allowing the average German to indulge in some wishful thinking about the revival of peace talk.

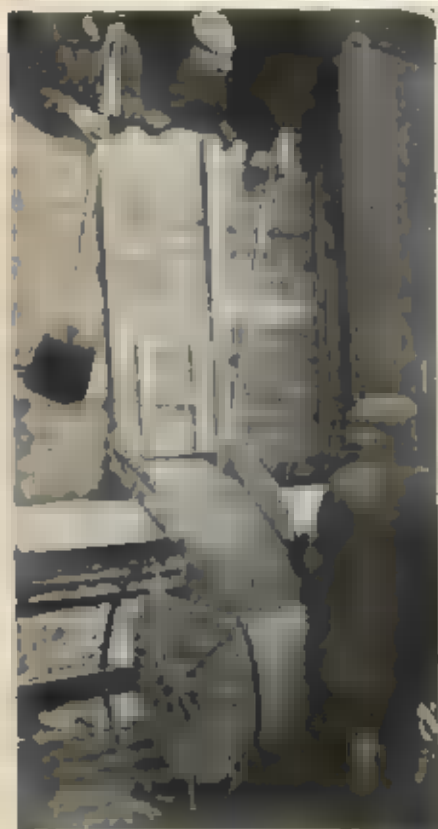
There was soon to be more of this than the Allies anticipated, but up to mid-February the more significant pointer appeared to be Hitler's proclamation of unlimited U-boat warfare, made on February 14, and accompanied by further propaganda aimed at the neutrals, warning them against approaching the "back" of Britain. Had

their sea-borne commerce not been so vitally necessary to the small neutrals of western and northern Europe, it seems probable that the German propaganda, backed up by so much "frightfulness," might well have caused them to abandon trade routes that were as vital to Britain as to themselves. Joseph Goebbels, a Pole, who later became famous as an English author, summed up the German influence in Europe, when, after the outbreak of the previous war in 1914, he wrote: "I have long observed the German genius has a hypnotising power over half-baked souls and half-lighted minds. There is an immense force of suggestion in highly-organized mediocrity. Had it not hypnotized half Europe?" With the substitution of the Nazi regime for the older order in Germany, Goebbels' generalization gained immensely in force, but by the same token the danger which the Allies confronted and had to overcome in the Second Great War assumed a still more serious aspect. This remained, in spite of the essential failure of the German counter-blockade. The new phase of U-boat warfare promised by Hitler showed no sign of changing the situation, though the loss of life and tonnage continued, for neutrals and Allies alike.

As if confirming the reports of secret observers inside Germany that there were severe restrictions of commodities owing to shortage, but also a certain laxness in the mood of the German public, Goering's speech, on February 15, made a candid and almost a gloomy speech. His main subject was the shortage of essential materials, including foods, and he made an appeal of some urgency to German farmers to maintain and increase food supplies to meet still more critical times ahead. The depressing effect of the speech was relieved by assurances that Germany was finding much larger loopholes in the British blockade than existed in the previous war.

Reports in the British press at this time wisely tended to discourage over-optimistic expectation of quick victory, although the frequent accounts of the German industry—the variety of her ingenious substitutes for commodities difficult to procure—always reminded the reader of Britain's happier economic situation. The great Leipzig Fair, held as usual, flaunted these synthetic substitutes, and gave a strong impression of German cleverness.

Conditions inside Germany, and the fortitude with which the German people were facing the future at the beginning of 1940, formed the substance of an interview of a "Star" reporter with



### CERBAIS CAME ONLY TO THE FRONTIER

Owing to the difference in gauge between Russian railways and those of most European countries, goods carried by Soviet railings could not be transported straight through to Germany. Above, cereals being unloaded at the Russo-German frontier.

Photo, L.S.A.

2. **Q.** Barbara Kelly, who was repatriated from Germany at the beginning of March, 1940, after fourteen months there.

These are Miss Kelly's replies to some of the questions the reporter put to her:

**Q.** Do the Germans ever talk of England?

**A.** I never heard any mention of it. They hate England because England is a smaller country than Germany, and most of the things that Germany wants. But the hate is confined to our politicians. The Germans see that England is Germany's growing power. I am confident that Germany will not touch England till England beats them.

**Q.** Do the Germans think they will control the sea?

**A.** They think there is nothing like the British Navy. But they also think there is nothing like their U-boats which they feel are in control round our coasts.

**Q.** Is Germany starving or faced with any immediate risk of doing so?

**A.** Germans are living as short-rationsed but they can live for a long time. The only nutritional food is butter. Yet my last parcel from Frankfurt consisted of roast beef, meat potatoes, breaded chicken and cooked plums. There was more than I could eat. The coffee was scarce, but not lack. My young girl a quarter of a pound of butter each week. I never suffered from shortage of food. Soap is very scarce. I never washed my hands during the day; I preferred to save the soap for my bath.

Miss Kelly said it was impossible to buy any medicine till now had the hospitals, even a couple of weeks. There were coupons for medicines but almost everything.

Other questions were:

**Q.** Did you have trouble with Nazi officials? Were you bullied?

**A.** No. If you obey the Nazi regulations you are well treated, even in prison.

**Q.** Are the people tired of Hitler?

**A.** No. I should say the whole country is behind the Fuehrer. People remember how, after the last war, hundreds of Germans died of starvation. That is why they don't quarrel with the rationing now; they feel it is important. The Germans consider they have right on their side. They think Hitler is a wonderful leader. The Germans will lose faith in the Fuehrer only when they are beaten in a great war.

Questioned as to how the Germans viewed the future, Miss Kelly declared they faced it with confidence.

"Several intelligent Germans told me they thought England would crush down if we could save our forces when we did it," she added.

"These Germans implied that even if England knew she was wrong, she was too proud to admit it, and would carry on with the war."

No individual citizen could possibly tell the whole truth, and certainly not all of the foregoing interview carried conviction, but there were enough reports during the early part of 1941 to confirm this impression of a Germany with inexhaustible powers of endurance. Another view of the adverse side of the picture of a blockaded Germany living in dread of the Gestapo was offered by certain exceptions to the rule of civilian privation. The severe weather conditions, experienced by many days



#### LEIPZIG FAIR IN THE FIRST WAR YEAR

Leipzig is famous for its annual trade fair which normally attracts buyers from all over the world. It was held in 1910-1911 for its propaganda value thus anything else, for Britain's blockade had stopped Germany's export trade. Above, the fairgrounds, Leipzig, during the war.

Photo: Keystone

even in Britain, were reported to have caused great hardships to the Germans, short of fuel and with an overlanded transport system disorganized by heavy snowfalls. No doubt all this was true, but though severe regulations and real privations affected the majority, still remained peaks of prosperity here and there, and sections of the population who were comfortably off. This may be seen, for instance, in reactions to the obligatory service which, after the war started, replaced the voluntary labour service for girls in Germany. A large school college, Reichsfuhrerinnen-Schule (Reich women-leaders' school), near

Berlin, gave women the equivalent of a university course in domestic and other service of national importance, and especially devoted its resources to training women leaders. Hitler's "Volkischer Beobachter" had declared in the New Year that "the domestic training of young women must continue as usual during the war." In early February satirical attacks were appearing in the press against well-to-do middle-class young ladies who tried to evade the year of compulsory labour service. The "Schwarze Korps," the S.D. journal, quoted the following two advertisements in order to pour scornful indignation



#### THE FUHRER VISITS WOUNDED

In the photograph Herr Hitler is seen paying a visit to German soldiers at a field hospital in Germany. He is a scene depicting the calling-up of further German reserves.

The newly-arrived conscripts are having their names called over in the barracks yard.

*Photos, Central Press, E.N.A.*



upon the world's rich air. The verses quoted below appeared in the *Manchester Guardian* (February 22, 1940).

Young lady, well educated, wants to perform her obligatory six months' service with an elderly childless physician's family, help in domestic duties and in household *Hochschule* in Munich (quoted).

Wanted for my daughter, 17½ years old, education for serving her obligatory year, only in good family, where she may continue

the studies of languages (Italian, French, and English), and of science and literature in three languages. The girl has average marks, and can read in German, Italian, French and the English of her mother-in-law (Italian Southland, Italian family preferred, *Contributions* to make towards *Hochschule*).

Perhaps the fact that such an advertisement in the second could be so brazenly published by a German parent was some stranger than the sign of a

well-to-do class existing and remaining mentally so little affected by the war. The *Schwarze Korps* indulged in heavy sarcasm, concluding: "fortunately, the distinguished father cannot themselves choose the service posts for their little princesses. The labour exchanges see to it that the regulations are not so easily evaded as in the *marriage*."

It was difficult still in the winter of 1940 to fit this middle-class Germany—rooted in old family traditions and comfort into the same frame as the Nazi thieves and sadists as Bohemia and Poland, the severe and extensive rationing and regulating of life, the suppression of individuality, the false propaganda, and the savagery of Germany's warfare at sea.

The attempt to convey the contrasting aspects of Germany at this time shows how the unexpectedness and apparent slowness of the war were perplexing a Europe almost entirely dominated by fear of her intentions.

Though the respite enabled the Allies to build up their armed forces and to harness industry to the war effort more fully, it brought certain disadvantages. Among others there was a sense of antelienax and a certain slackening after the first few weeks, while the pause was not good for the morale in the discipline of the French who lived the frontier defence.



# PROPAGANDA, A VITAL WEAPON OF WAR: HOW NAZI LIES WERE REFUTED

*Effective Allied Propaganda in the War 1914-18—Hitler's Views—Dr Goebbels and his Propaganda Ministry—The Reichskulturkammer—Terrorization of Neutrals by the Nazis—German Broadcasts in English—How the Allies Countered Nazi Lying—The Ministry of Information—The R.B.C. Monitoring Service—The Arabic Listener—British Film Propaganda*

**P**ROPAGANDA, to quote the definition of the Oxford English Dictionary, is "any association, systematic scheme, or concerted movement for the propagation of a particular doctrine or practice." It is no new thing; the word itself is taken from the Latin title, "Congregatio de Propaganda Fide," of a committee of cardinals founded in 1622 for the care and oversight of foreign missions, for the Roman Catholic Church has realized the value of controlling large masses of men.

Nevertheless, the organized use of propaganda as a regular instrument of foreign policy is a comparatively modern development, and it was not until the First Great War, when it was first called to be waged by nations instead of by the fighting forces alone, that it was realized that economic and military war must be accompanied by a psychological warfare which had as its aim the undermining of the morale of the adversary on the

home front as well as in the field.

In that war the Allied propaganda was exceedingly effective. Ludendorff himself acknowledged this, and wrote, just before the final German offensive of July 15, 1918:

"The Army complained of the enemy propaganda. It was the more effective because the Army was rendered impressionable by the attitude of home. The Army was literally drowned with enemy propaganda publications. Their great danger to us was clearly recognized. The Supreme Command offered rewards for such as were handed over to us, but we could not prevent them from poisoning the hearts of our soldiers."

On another occasion he wrote:

"The shattering of public confidence at home affected our moral readiness to fight. With the disappearance of our moral confidence to fight everything changed completely. We no longer reacted to the

drop of our blood. Many Germans were no longer willing to die for their country."

Ludendorff was not alone in realizing the efficacy of the Allied propaganda. German newspapers, politicians and military leaders alike stressed its danger. The Minister of War stated in the Press on August 25, 1918: "In propaganda, the enemy is undoubtedly our superior." Small wonder, then, when the Nazis came into power, with a policy based on international blackmail and the threats of totalitarian war, that they should have paid special attention to propaganda. From his earliest days Hitler had recognized its power and importance. A whole chapter—the most brutally realistic in the book—was devoted to the subject in "Mein Kampf."

## UGANDA LISTENS IN

The native population of Uganda listened to the B.B.C. with eager interest, and below a group of natives at Kampala are seen gathering round the loudspeakers as the news comes in. For their benefit a rough map has been sketched on a sheet, so that they can follow more easily the news.

*British Official Photograph—Crown Copyright*



Before describing the organization of the Nazi propaganda machine let us summarize the principles upon which, in Hitler's opinion, successful propaganda should be based. According to the Führer, in successful propaganda truth has no place. For the aim of propaganda is, in Hitler's own words: "not to

It may be that Hitler made one of his biggest blunders in adopting this exception. The Allies adopted an entirely different attitude towards propaganda. They felt that the control of public opinion was limited by the existence of a considerable measure of conformity with the facts and that

false statements of fact were bad propaganda.

Propaganda is a form of advertising, and one can no more expect to find absolute truth in propaganda than one can expect an advertiser to enumerate the adverse points of the product he is selling.

But just as the advertisement which is based on the closest approximation to truth is the one which sells the most goods, so, too, the Allies, the more nearly propaganda approximates to the truth the better it will be. Moreover, even in countries with a controlled press and a rigorous censorship there is always the danger that "truth will out," and few things are more damaging to propaganda than the discovery that it is manifestly untrue.

Another of Hitler's principles was that since "the receptivity of the great masses is very limited" efficient propaganda has to be restricted to a very few points. "These points must be repeated 'slogan-like' until they come to be accepted almost unconsciously. On the other hand, the 'superfuousness' of the masses is 'considerable,' and the 'few points' may from time to time undergo change or even reversal, striking examples of such reversal were witnessed during the course of the war.



investigate the truth—but to serve its own truth honestly." This is equivalent to saying that propaganda asserts as true that which happens at the moment to suit its purpose. "What is necessary, is right," was the title of the concluding chapter of "Mein Kampf." There is however a special danger in telling lies—a danger not so much that the lies might be found out, as that they might not be of sufficient magnitude to command belief. Of "little lies" the ordinary man is inclined to be sceptical since these are the kind of lies he himself tells. Most people are afraid to tell "big lies," and therefore the bigger the lie the more likely it is to be accepted as true. "Such a form of lying would never enter their heads," says Hitler cynically. "they would never credit to others the possibility of such great impudence as the complete reversal of facts." We are reminded of the Nazi account of the sinking of the "Athenia."



#### 'BOMPHLETS' GAVE BERLIN THE LIE

PeDoming was a tarpaper hut which had proved worthless in the First World War. The R.A.F. dropped over 5000 of these bombs on Berlin and Warsaw, and the information of many of these governments had been hidden from them. Top, bundles of leaflets are being collected by being dropped from a chute.

Photo, Top: Kenneth A. Brown



#### OCULAR PROOF OF ALLIED ACTIVITIES

To counter the work of Nazi agents in foreign lands, Britain arranged for photographic displays of Allied activities to be shown in many countries. Left, a display featuring the scuttling of the "Admiral Graf Spee" shown in the Casuar White Star offices at Copenhagen; above, Sir Ahmed Bonagel, in his office in the Medusa of Fez, presiding over a display of war photographs; below, "The People's Illustrated Newspaper"—an exhibition of photographs arranged by the British Information Office at Aden.

*Hellick Official Photographs; Crown Copyright*







### TRUTH FLIES TO THE NEUTRALS

Neutral countries, especially the Press of the "Tommies" countries could under only official propaganda, placed more reliance on the news contained in British newspapers, bundles of which are being loaded on to a Belgian aeroplane for distribution abroad.

PARIS, 1. (AP) —

Propaganda, to be successful must be "plugged" with ~~the~~ insistence, Hitler asserted. Hence the necessity of controlling the Press, whose influence "is by far

#### Goebbels on Propaganda

the strongest and most impressive, since it is applied not casually but continuously."

Dr. Goebbels considered that if a statement were repeated often enough and with sufficient conviction it would in the end be believed. But this method was not without its dangers: it led listeners into drawing inferences which were not always in favour of the Reich. For instance, at one time German broadcasts and newspapers unceasingly maintained that the Allies had no sufficient petrol. If this were believed by listeners, then it became clear to them that if the Allies, with the seas open to them and a possibility of supply from all available resources, were suffering from lack of petrol, then Germany, with her supplies restricted by the Allies' mastery of the seas, must herself be woefully short. Similarly, the constant gibe of "Where is the 'Ark Royal'?" received on the ears of the German propaganda industry

when that ship eventually returned to port for all and sundry to see. Three of the basic principles of Nazi propaganda during the Second Great War can be summed up in the words of Dr. Goebbels himself: "Propaganda must be in the first respectable; not must it be mild or humble, it must be successful."

The main organization in charge of Germany's propaganda activities was the Reich Ministry of Propaganda, the president of which was Goebbels. At an early stage in his career (February 15, 1929) Dr. Goebbels described his own role in his paper, the "Angriff": "My business," he said, "is to arouse outbursts of fury to the masses of men on the march, to organize hatred and passion, all with ice-cold calculation." In describing the Nazi propaganda organization we must note the distinction between propaganda designed for home consumption and that intended for dissemination abroad, particularly in the neutral countries. At home the object was not unnaturally to stimulate morale. After the attempt on the part of Britain and France to form an anti-Nazi front, the chief object of this

internal propaganda was that of "encirclement." The motive behind such propaganda was to forestall any future war-guilt controversy by underscoring in advance to fix the responsibility of war. In spite of the attempt to represent Germany as the innocent victim of a kind of international conspiracy, however, the Nazi press continued to repeat its brazen assertions about the invincibility of Germany: how she possessed 10,000 aeroplanes with which she intended to annihilate London in a stroke; how her army was incapable of defeat; how she possessed the means of strangling England within a few months by a blockade of mines and submarines.

That these two forms of propaganda were mutually contradictory—implying as they did that Germany was both faced with the prospect of fighting for her life and capable of annihilating her enemies at a blow—mattered little. A propaganda which throws truth overboard is not likely to burden itself overmuch with consistency. A like inconsistency was shown in the demand for "Lebensraum" and the simultaneous policy of repatriating thousands—possibly in the end millions—of "exiled" Germans; in the denial of all ability, initiative, and character in the Jewish race and the admission that, previous to the Hitler revolution, Jews had



#### BLAZING AWAY IN THE NIGHT

During the R.A.F. raids on German bases at Sylt and elsewhere the British airmen were met with fierce anti-aircraft fire from the German batteries, which, however, proved ineffective. Above, a German A.A. battery at night practice on the German coast. The scene is lit by one flash of the synchronized firing of the 8.8 centimetre gun.

*Photo, Pictorial News*



# PARADES AND PATROLS ON THE WESTERN FRONT

In January, 1940, General Gasselin, General-  
major of the Allied Forces, decorated Lord  
Gort and General Jernisse with the Grand  
Cross of the Legion of Honour. On the left,  
the two Allied generals, wearing their  
regimental uniforms, are in company with General  
Gasselin and General Jernisse, taking the salute as a  
detachment of Zouaves marches past. The  
photographs below show, left, a French patrol  
on reconnaissance crawling through the snow  
at Neermot's head; right, a British patrol,  
wearing white camouflage suits, at an  
advanced post in the snow.

Photos: "Patrols," British High Art Council  
Photographs







## KEEPING UP THE GERMAN MORALE

The German Propaganda Ministry made the utmost of the 'Brunen's' safe return to suggest that the Allies' blockades were ineffective. On the right, Captain Abner, the vessel's skipper, telling his story to Nazi journalists. Below, 'lan mail and gifts sent to the U-boat heroes of Scapa Flow who sank the 'Royal Oak.'

Chorus, *Requiem*. Wide World



occupied the chief positions in almost every sphere of public life, as the policy of systematically expelling all Jews from the Reich, coupled with a policy of conquest which resulted in the inclusion of more Jews within the Reich than ever before. We need not wonder at these inconsistencies. The distinction between truth and falsehood is the prerogative of thought. Nazi propaganda was intended as a substitute for thought.

Propaganda of this type could not have exerted the influence it did unless the German press were subject to rigid control. Although the circulation of most German newspapers had decreased in the years prior to the war, the number of newspapers published in Germany at the end of 1930 was still 2,500. Before the Nazi revolution these newspapers used to set a standard of journalism which was at once the pride of Germany and the envy of the world. After the Nazis came into power even such

respectable organs as the "Berliner Illustrierte Nachrichten" included propaganda of a crudity beside which the "yellowest" press of other countries paled. This was the type of propaganda which Germany favoured for home consumption and for the benefit of neutral countries as being too calculated to "amuse the authorities of duty" which Goebbels had in mind.

One of the main organizations for home front propaganda was the Reichskulturkammer, or Reich Chamber of Culture, also ruled over by Goebbels. Founded in 1933, a few weeks after the Nazis had seized power, the Chamber of Culture exercised the strictest control over every channel of publicity. No branch of human expression was free from its supervision, and in order that the supervision might be thorough the Reich was divided into so many districts, in each of which was assigned an officer of the Chamber whose job it was to gauge the public mood. The Chamber possessed a separate branch for every important channel of expression: literature, broadcasting, art, music, the drama, the screen and, above all, the Press, and the whole of the organization was watched over by a central committee of fanatical Nazis.

Notwithstanding the Fuehrer's statement in "Mein Kampf" that the people "are no more conscious of the insidious manner in which they are mentally tormented than they are of the shocking misdeeds of their human freedom," an announcer asserted over the German wireless (November 28) that "Chamberlain has not succeeded in convincing Germany of a single lie, whereas we have produced documentary proof of

two hundred British lies. It is not without interest that on precisely the same day the German News Agency actually had the effrontery to declare that

"as a result of German air attacks on the Port of Freetown the weekly commercial output of the Northern British industrial areas has been reduced by more than half."

It is unlikely that, among the two hundred "British lies" which Dr Goebbels so patiently documented, there was any to match the statement made in the "H.Z. am Mittag" for December 10, 1933, that in England

"the buying and selling of children has been developed into a proper industry. There are proper companies which trade in children whose prices are listed up to £250 or £300."

No less dangerous (and equally well organized) was that branch of German propaganda designed for consumption abroad. In this case the aim was to threaten neutral countries with the dire consequences of trading with Britain; to represent the enemies of Germany as the tools of international finance and "World Jewry"; to represent Germany as the bulwark of European culture (though no longer against the poison of Bolshevism); to belittle the war efforts of the Allies, to encourage pacifism in Britain and France; and finally--the forlornest hope of all--to split the Franco-British alliance.

As to the terrorization of neutrals, the Nazi interpretation of neutrality was radically different from that of other nations. A neutral country such as Holland, which continued to trade

**Nazi Lies for Export**



### WHERE LISTENING TO TRUTH WAS HIGH TREASON

From the outbreak of war listening-in to foreign broadcasts was made a punishable offence in Germany. Above, Dr. Goebbels inspecting a model of the "People's Radio" set, which could receive only German stations. Below, Germans were supposed to listen to these Fuehrer's speeches, and below a group of workmen in a factory taking in Hitler's bombastic utterances.

Photos, International Graphic Press



with the Allies and refused to grant to Germany everything that she asked, was accused of being "unneutral." Such importance did the Nazis attach to the strategic and economic position of Holland that a gigantic propaganda campaign was started at the end of November, 1939, to bring that country completely within the orbit of the Reich. Propaganda Bureau, to the amount of which £600,000 in gold had been deposited by the Nazi newspaper-controller, Dr. Otto Dietrich, was up, and Dr. Theodore Dostinger, correspondent of the "Volkischer Beobachter" in London, was appointed abut. A similar propaganda drive was carried out in Turkey, where the peripatetic von Papen strove vainly to

whistle-blowers from a government which had shown itself proof against both wooing and threats. The first day, coincidentally with von Papen's efforts of friendship, the German Embassy in Istanbul was engaged in distributing anti-Turkish pamphlets, attempting to bribe Turkish newspapers such as "Tan" (which had declared that it would refuse German money), and facilitating the entry of many Nazi agents under the now familiar guise of "tourists" and "technicians," was merely a further example of the blundering technique of so much Nazi propaganda in foreign countries.

The representation of Britain and France as the tools of international finance and of World Jewry was especi-

ally dear to the heart of Goebbels. His facile pen never ran more smoothly than when he was denouncing the "Jew-ridden warmongers of London, Paris and Washington." Unfortunately, after the Russo-German pact, it was no longer possible for Goebbels to indulge in his favorite gibes about the British Empire being the tool of Bolshevism. Cartoons in which Moscow was pictured as the ally of British capitalism had appeared in their thousands in Nazi newspapers. The "Sturmfront," for instance, was never tired of repeating that "the Jews brought the Bolshevik reign of terror to the Russian Empire," and that "the result of this Jewish Bolshevik plotting is masses of blood, a sea of tears, untold suffering, untold distress throughout the whole world" (December 25, 1938). No wonder that Goebbels and his colleagues found the new alliance with the Communists somewhat difficult to reconcile with what they had written in literally hundreds of articles.

Not only was the German home front saturated with propaganda of which the aim was to ridicule the power of potential enemies, but no effort was spared to prevent news of an awkward character from penetrating into the Reich. By an order of the Deutsche Justiz, dated March 24, 1939:

"Any person who spreads news from foreign broadcasts calculated to endanger the peace, or to bring into disrepute the government, the National Socialist Party, or any of its branches... renders himself liable to two years imprisonment. If news is spread in public, the sentence may vary from three months to five years."

Later, the punishment in cases of great gravity could be death. On the other hand, we read that:

"To England's polygons lying an opponent has arisen—the new service in England from





#### RHINESIDE PROPAGANDA

Top left, a battery of loudspeakers on the German side of the Rhine, used to try to persuade the French to lay down their arms. Top right, German soldiers stimulating friendship by waving across the river. Centre left, one of the German balloons used for sending propaganda leaflets into French territory. Above, a replica of Mr. Chamberlain's celebrated umbrella fixed at the German side of the Rhine. Left, the French resort, in the shape of an effigy of Hitler strung up on a gibel. Photos, Courtesy of the French Embassy. U.N. & N.Y. Times, "Berliner Illustrierte Zeitung."





#### RIVAL MINISTRIES OF THE PSYCHOLOGICAL WAR

Top, right, the building in the Wilhelmplatz, Berlin, which houses the Nazi Ministry of Propaganda. Top left, Dr. Josef Goebbels, head of the German Propaganda Ministry. Lower left, the London home of the British Ministry of Information. The French flag is flying as a compliment to M. Fromard, French Minister of Information. Lower right, Sir John Reith, British Minister of Information (on left), conferring with his French counterpart, M. Fromard (at right). Standing is Sir Edward Glegg, Parliamentary Secretary to the Ministry of Information.

Photos, International Graphic Press, E.N.A.; Topical





### ALL IS GRIST FOR THE NAZI MILL

The Nazis were adept at taking up past history to suit their propaganda, and naturally Ireland was one of their happy hunting grounds. This engraving by a Dutch artist depicting the 'reign of terror' in 1688 under James II was freely circulated in Germany as evidence of Britain's cruelty. The roofless (and abandoned) cottage in Ireland shown below, with labourers casually posed at the door as though they lived there, is intended to suggest another result of British 'oppression.'

Photo: Reuters



story had done the job it was intended to do—whether it had, in fact, "aroused outbreaks of fury and organized hatred and suspicion." If so, Grimble was satisfied.

Having thus summarized the aims and working of the Reich Propaganda

Ministry, let us see what steps the Allies took to counter this weapon. The first step was a resumption of a campaign which had met with considerable success during the First Great War—the distribution of propaganda literature by sea. This had greatly

worried the Germans at that time and was picturesquely described by one of their writers as "English poison raining down from God's clear sky." Millions of leaflets had been dropped over and behind the German lines during the summer and autumn of 1918; in October of that year the number reached 5,500,000. Thus the leaflet raids carried out over extensive tracts of Germany as soon as peace was declared in September, 1919, were no new thing. Whether the subject-matter of the British pamphlets was always happy is perhaps open to question.

Immediately upon the outbreak of war the Ministry of Information was set up in Britain. Its task included the distribution of news on behalf of the Government and the fighting services, censorship, and the dissemination of propaganda throughout the world, including Germany. **Ministry of Information**

The first Minister of Information was Lord Macmillan, an authority on international law. He resigned his post on January 22, 1940, and was succeeded by Sir John Reith, for many years Director-General of the B.B.C. The Ministry had yet to evolve a technique adequate to its vitally responsible task.

Originally designed to be as comprehensive as possible, it was soon found to be far too unwieldy. Moreover, its staff of nearly a thousand persons contained far too many men trained for the job, only twenty-seven being journalists. As a result of criticism the personnel was drastically reduced and thoroughly rearranged, with a distinct improvement in the handling of information. The facts that the supply of news for home consumption was apt to be somewhat great deal that was trivial and merely vague; that the desirability of making known the extent and magnitude of Britain's war effort, both at home and abroad, was not at that date fully appreciated; that the Allied case was frequently stated with ineffectual force and inconsistency—these were criticisms which, because they could be made freely and in public, were in themselves an indirect vindication of the cause for which Britain was fighting.

The Ministry of Information was divided into two main branches: Administrative and Production. The Production side, which handled the creative side of British propaganda, was again divided into many sub-sections, all under single control to ensure smooth working and cooperation; these sub-sections dealt with various aspects of information, and included an Empire division, an American division, a

Religious division, a Film division, and General Production, under which latter head may be grouped such things as advertising, photographs, pamphlets, leaflets, editorial work, etc. In addition, a very important division in conjunction with the B.B.C., dealt with the vital subject of broadcasting.

Not only did the Ministry have to disseminate news over the air through the medium of the B.B.C., but it had also to keep a watchful eye upon the news being put out, not only by Nazi broadcasting stations, but by broadcasting stations all over the world, and for this purpose a Monitoring Service was instituted which formed the "ear" of Britain. For twenty-four hours every day expert linguists of the B.B.C. listened to and recorded as many as a hundred and sixty foreign broadcasts in a score of different languages. Daily digests were prepared of all these broadcasts and immediately distributed to the various government departments interested, as well as to the Ministry of Information itself. If, for instance, a big lie were sent out over the air from the German short-wave station at Zaesen, which had to do with the British army, a translation would be sent at once to the War Office, which would check up the correct facts, and another to the Ministry of Information, which would prepare a suitable reply. In fact, this Monitoring Service was one of the most important units of the

war of words working hand in hand with the men responsible for sending out the foreign news services. On its work depended the efficacy of the British reply to the enemy's propaganda.

The B.B.C. Recorded Programmes Library also had its share in propaganda, and perhaps no part of the B.B.C.'s war effort was more effective than the use made of the actual voice of Hitler, announcing his renunciation of any more territorial claims in Europe, and other such "verbal bombarings," as the "Listener" called them. Then there were the remarkable recorded accounts by sailors who fought against the "U-boat" "Spec" the stories of the men rescued from the "Altmark," etc. In such cases the spoken word recorded had a hundred times greater value than an account in cold print.

The B.B.C. Foreign News Services undoubtedly played an enormous part in the war effort. Under the aegis of the Ministry of Information news bulletins and statements of the British point of view were broadcast from London to all parts of the world in a score of languages, reaching immense audiences. Abundant evidence was forthcoming from a number of reliable sources, that these programmes were immensely valued. It was found that many Germans listened to them, despite the stringent prohibition of the Nazi authorities—listened to them with a blanket over



#### POSED PHILANTHROPY

One favourite device of Nazi propaganda was to stage to the world German "humanitarianism" like the one above. It is interference to suggest that the Germans are leading a starving population. But even millions of such photographs would not conceal the reality of eye-witness accounts of the persecutions in Czechoslovakia.

Photo, A.N.A.

the loudspeaker, lest the servants should overhear and denounce them.

Then came over a thousand voluntary reporters in all parts of the world who made it their business to inform the B.B.C. of the success or otherwise of these foreign broadcasts, which were sent out by announcers chosen for their knowledge and experience of the countries concerned.

#### B.B.C. Foreign Broadcasts

and so able to put over the news in a way their listeners could best understand and appreciate. Moreover, in order to ensure that the existence and scope of the British foreign language broadcasts should be widely known as possible, bulletins were prepared in every European language, as well as six regular publications, giving details of all the programmes.

The violent anti-Semitic campaign which had for long been fomented by German agents in Arabia had been countered by broadcasts in Arabic and by the production of "The Arabic Listener," published by the B.B.C. This was the first illustrated periodical newspaper to be printed and published in England in the Arabic language. To it contributed the leading men of letters in the Arab world and friends of the Arab race. This journal was circulated



#### SUBTLE SUGGESTION IN NAZI PICTURES

Above, German children in the Scriptural line are spending a few moments of duty reading Mr. Goebbels' incantations, sitting round a table decked with flowers. The use of flowers and garlands is to suggest a peaceful atmosphere.

APRIL, 1944

wherever the Arab tongue was spoken—in North Africa, throughout Egypt and the Sudan, in Arabia, Syria, Palestine and Transjordan, along the Persian Gulf, and even among the Arab communities in Singapore and North and South America. As the Prime Minister pointed out, in a congratulatory message to "The Arabic Language," "all peoples, wherever they may live and whatever tongue they speak, should be kept informed of the truth of real happenings in this world."

Visual propaganda may be divided up into photographs, films and the work of artists. The first was handled by the Ministry of Information acting in conjunction with well-known photographic agencies. Millions of photographs,

## RUSSO-FINNISH PROPAGANDA

Here are examples of propaganda during the Russo-Finnish war. On the right, a giant loudspeaker in the Finnish Arctic zone for broadcasts to the Finns by Russian officers. Below, a Russian propaganda banner. It reads: "We do not fear your attacks for we shall answer the blow of the aggressor with a stronger blow."

Photo: Wire Photo from Tokyo



illustrating Allied action and achievements, were circulated throughout the world. In addition to films made by companies of world-wide standing, in which British propaganda was subtly grafted on to a good story—films like "The Lion Has Wings" and "For Freedom"—there were the productions of the G.P.O. Unit, which in partnership had turned out some of the most remarkable documentaries seen on the screen. This unit now turned its attention to propaganda films, many of which were released in foreign countries with great success.

As in the First Great War, official artists were chosen, appointed by an Artists' Advisory Committee under the Chairmanship of Sir Kenneth Clark, Director of the National Gallery, to record the war as they saw it both at home and abroad. In Britain, too,

artists were employed on such essential propaganda as designing posters in connexion with Civil Defence, Saving Motorways, "Digging for Victory," etc., not forgetting the stunning series of posters designed by Fongasse (one of which is printed in page 826) to illustrate the evils of thoughtless gossip. These latter were criticized in some quarters as being too "frivolous" for such an important topic; but, as Fongasse himself pointed out in a broadcast talk, "the British tradition does not like having its dangers dramatized and it doesn't want its patriotism dramatized either."

We have mentioned a few of the multifarious activities of the Ministry of Information. Let us add, in conclusion, that the Ministry contained a Press Bureau for foreign journalists where they could find all the information they

desired regarding the Allied activities, and from which they could obtain direct communication with their respective countries. Needless to say, the work of the Ministry was at all times carried out in close collaboration with its counterpart in France, and M. Fournier, the Facilitator for Foreign Journalists, visited

London to confer with the British Minister. In page 827 he is seen in conversation with Mr. John Roth during one such visit. French newspaper proprietors, too, and journalists of many countries visited Britain and under the auspices of the Ministry were shown Britain's war effort at first hand.

Britain in the main adopted what might be called a "long term" policy with regard to her propaganda, dispensing with hyperbole and distortion and relying on the fact that in the long run "truth will out," whereas Goebbels based his work on a "short term" policy, hoping that it would achieve its aims before the time came to explain away lies, discrepancies and the bankruptcy of Nazi policy. The aim of British propaganda, in contrast to that of Germany, was the assertion of truth and, as far as was possible, the elimination of hatred.

Though it may not at times have succeeded in realizing these aims, at least it did adopt the strong, self-righteous attitude typified by that ridiculous figure "Lord Haw Haw" (whose appointment as chief expounder of the German viewpoint to English-speaking listeners over the air was surely the biggest psychological blunder the Nazis had committed), while secretly subscribing to a code of Machiavellian expediency.





Photo: A.C.F. 10111111

#### ROYAL CANADIAN AIR FORCE IN TRAINING

Before the War the Royal Canadian Air Force had a permanent establishment of 635 officers and 1,500 airmen; by November 1939 the force had increased to over 11,000 officers and men. The first contingent of the R.C.A.F. arrived in England in June 1940. Apart from this increase in her own air force, under the Empire Air Training Scheme pilots by the thousand were being trained on Canada's vast flying fields, on one of which this photograph was taken.



On the flight-deck of the aircraft carrier 'Andromeda' receiving from wireless-light instructions in front of a Seafire fighter. Note the cannon gun in wing.

## With The Fleet Air Arm

GUNNERS of the Fleet Air Arm employ as target a 'Wren' or 'Wren' made of fabric which is towed through the air by a Swordfish. The device is shot at from various positions to ascertain the air-gunner's hit and to ensure action in all emergency. It is eventually dropped to be examined by Wrens. The bullet-holes counted each bullet leaving two holes in the fabric and the total, divided by two, added to the gunner's score.

On the 'Wren' carriers, 'Wrens' engaged in training aircraft were usually equipped to observe their performance. The officer in control of landing signals for returning aircraft has coloured signals as well.

*From colour photographs by Peterlin Press and 'Illustrated'*



How the 'Wren' appears to the air-gunner trained as an attacking Swordfish. Below: left, Air-gunner wearing their 'Mac Wests' wait their turn for target practice; the Wren in the centre keeps a record of all flights made.



Target practice over, Wrens pick up the bullet-riddled drogue and bring them to the hit to be counted.



A landing officer on H.M.S. 'Indomitable' gives his fellow armlets preparatory to signalling its returning place.

through which the men marched to their place in the British sector watched their passing with eyes filled with wonder and admiration, and cheered again this demonstration of the Empire's unity.

Soon there were other arrivals on the Western Front as, at first in ones and twos and later in ever-increasing batches, the women of the Auxiliary Territorial Service crossed to France to take up their duties as cooks, signallers, clerks, and orderlies at the base ports on the lines of communication. Mrs. Fuller Mappand, Commander of the A.T.S., arrived with a staff of six some time in February, and the vanguard followed shortly afterward. Not only the women were interested in the "ten commandments" which, it was said, had been drawn up for their observance. They read as follows:

1. British women serving in France shall be subject to military law like the soldiers.
2. A.T.S. members will get Army rations but only four-thirds of those issued to men. Their pay will be four-thirds of that paid to the R.E.F.
3. No bills or pensions will be allowed. The women will be allowed to wear only the regulation civilian uniform. Stockings may be allowed.
4. Make-up, applied with discretion, will be allowed, but lipstick and powder will not be part of their issue.
5. The army will provide hair trims for the A.T.S. A smart bob will be the standard cut. Long hair will be permitted, provided it is kept clean.
6. "Fratricide" between the A.T.S. and the R.E.F. will be allowed, and even encouraged. Officers of the A.T.S. may go out walking with R.E.F. officers, and A.T.S.

other ranks will be permitted to keep company with soldiers.

7. Officers of any service may dine in a public house with A.T.S. or private in the other services.

8. The A.T.S. must accept their orders from officers and may be expected to salute male officers.

9. Army rations will be issued to the A.T.S. who may visit R.E.F. soldiers' messes, if invited. Women may return the compliment. The A.T.S. may be allowed

to have a military allowance for necessaries and even for a husband at home if the man warrants.

10. In the event of a marriage between a member of the A.T.S. and a member of the R.E.F. the girl would require to go home under the Army order prohibiting soldiers having their wives in military areas in France.

The A.T.S., it may be noted, was the first organization of British women



#### FRENCH POLICEMEN ON PATROL

The French army patrols in Belgium and France were carried out by special volunteers for this hazardous duty, known as "Groupe France." While below, a French soldier on patrol is crawling carefully through a wood with rifles and revolvers at the ready.

(Photo: Match, Paris. Associated Press)







#### NAZIS IN NO-MAN'S-LAND

Activity on the Western Front during the first few months of 1939 was confined to reconnaissance work by small patrols from both sides. Above, a German reconnaissance party making a cautious entry into a battered village. Below, a German relief moving up to take over an advance post.

*Picture: Picture News*

In one of these engagements the first officer casualty of the war was suffered by the British force in the Maginot Line. He was Lieut. P. A. C. Everett of the Norfolk Regiment, who was seriously wounded and taken prisoner on the night of January 6, in an affair west of Metz, on the Saart. He died shortly afterwards in a German hospital. There were other casualties about the same time, and a few days later the first hospital train arrived in England, bearing a handful of wounded, suffering from bullet wounds or gunshot splinters, and for more patients suffering from sickness or accident.

At the end of January the first Army casualty list of the war was issued, giving the names of more than 700 officers and men—and three women—of the Army who had died while on active service during the period from the outbreak of war to December 31, 1939. Of these casualties only 39 were incurred in action, viz. 13 killed, 1 died of wounds, 1 missing and 24 wounded. The remainder—719—died from accident or disease at home and overseas. Many of these casualties it was disclosed, were due to traffic accidents arising in the course of troop movements at home and behind the line in France.

Then on January 12 the first decorations for bravery in the war were awarded by Lord Gort to two members of the Norfolk Regiment—Capt. F. P. Barclay and Lt.-Cpl. H. Davis, who received the Military Cross and Military Medal respectively.

**Gallantry,  
Cautious  
and Resource**

In the words of the official statement, Capt. Barclay's award was "for conspicuous gallantry, cautious and resource when acting as a patrol leader on a night patrol," and it went on to describe how he led his patrol far into the enemy lines and secured valuable information. "In the hope of securing a prisoner," it proceeded, "he, with one of his men, entered and searched a house in which a fire was slight, and which was clearly occupied by the enemy. Having found no one in four rooms he continued his reconnaissance to a near-by embankment. As he returned the enemy, who are believed to have been in the cellar, opened fire on the patrol with bombs and small arms fire. The patrol replied vigorously, and took cover in a neighbouring ditch, but in doing so lost touch with the other officer of the patrol. Captain Barclay endeavoured to get into touch with the other officer, but



to be represented in France: the Mechanical Transport Training Corps (mt) units serving with the French Army before the end of 1939.

So far as the British Expeditionary Force was concerned, these opening weeks of 1939 were for the most part uneventful, though there was a certain amount of patrol and outpost activity.



#### LIAISON WORK ON THE WESTERN FRONT

The photographs in this page are illustrative of liaison work in the French army. They show: 1, the return of a reconnaissance patrol from enemy territory; 2, the chief of the patrol handing his report to a dispatch rider; 3, information furnished by the patrol is examined at French Headquarters; 4, an officer of H.Q. goes out to verify the report of the patrol.

*Photo, France-Magazine*



### LABOUR CORPS AND ITS LEADER

On **March 25, 1919**, receiving orders for the Auxiliary Military **Engineers**, composed of volunteers between the ages of 18 and 30, the duty in which was to assist the maintenance of supplies to the British Army at home and abroad. Right is Major-General **H. W. Amey**—a long-time flying instructor commander at the A.M.P.C. Above, men of the **Labour Corps** are seen unloading wheat from the hold of a ship at a British base in France.

(From *British Official Press*)

without result. The enemy having **seen** work round his flanks, Capt. Barclay, having exhausted his bombs, withdrew his patrol without loss in spite of enemy bombing and small arms fire at close range. The patrol reached our lines some 1,200 yards away, safely.

Lt.-Col. Davis also displayed "conspicuous bravery and leadership when on night patrol." It was stated that "he

led his patrol leader to search a house in which a fire was burning and which was clearly occupied by the enemy, in the hope of capturing a prisoner. Later, when the patrol was discovered and heavy enemy bombing and small arms fire was opened on it, he displayed great determination and indifference to danger and set a fine example to the rest of the patrol."

Another gallant episode had a happy sequel in the award of the Military Cross for gallantry in the field to Capt. J. A. Mackenzie, of the Gloucester Regiment. One night Capt. Mackenzie took out a patrol into the territory stretching in front of the Maginot forts;

the ground was frozen **solid**, covered deep in snow, and there was a bitterly cold wind. After **some** hours they had reached a point **some** mile in advance of the outposts. There they rested for a few minutes and as they did so they detected the rattle of an enemy patrol drawing near in the dark. Capt. Mackenzie warned his men to remain absolutely silent and motionless. When the Germans were within **some** yards he gave the order to open fire with a machine-gun, and two of **the** enemy were seen to fall while the rest scattered. The British patrol received no casualties, and made its way back to **the** outpost. Three hours later with the consent of the commanding officer, Capt. Mackenzie went out again, this time with a strongly reinforced party. He was determined to fetch **some** two Germans who had been seen to fall, whether they were dead or only wounded. He was **seen** three hours, and then, as dawn was breaking, returned with **some** dead German; the second man **was** have been **seen** away by his comrades. In the words of the official report, Capt. **was** showed unusual qualities of ability



judgement and leadership, not only in **the** manner of the German soldier, of great value for identification purposes, but also in having carried out **the** dangerous task without his own party suffering **any** casualties.

With the French, activity took the same **form** as in the British sector of the front—activity, that is, of patrols and outposts, prowling through No-man's-land, searching here and there for little holes of the enemy engaged in the **work** of reconnaissance and prisoner-hunting.

In this work pride of place **was** taken by the "Groupes Francs," or Free Corps—men belonging to no one unit,



but bold spirits who meted in moment and danger, and they proved their willingness to undertake any and every risky job that might be required of them.

These men were all volunteers, between about twenty years of age, and as a rule they worked in little groups under a leader, generally a lieutenant or sub-lieutenant, whom they trusted implicitly and looked for his part knew to the full their individual worth. George Frame was first foremost a leader.

In their practice their work was hardly to be distinguished from that of other military patrols, but there was the same distinctive quality about

their operations which made them stand out from the ordinary. Their primary endeavour

to bring back prisoners, and with this end in view they were submitted to an arduous training which taught them how to slip through the masses of barbed wire without worrying about bullets whistling round above them, to know every lump of earth every tuft of grass, "smell out" traps, change in hand-to-hand fighting, and to land mines, how to carry back their wounded and their prisoners, and, finally, how to be able to recognize and identify in their heads all those little observations which go to make up a really satisfactory reconnaissance.

The winter weather seemed to intensify, that were possible, the air of deadness which pervaded the woods and villages of the country along the Rhine



## AWARDS FOR GALLANTRY

Captain J. A. Mackenzie, of the Gloucestershire Regiment (left), was awarded the Military Cross for conspicuous daring and resource as related in page 635. Lt. Col. E. Howe, a Hendon bus-driver serving with the R.A.F.C., shared the Croix de Guerre for saving a ferry filled with explosives when it began to sink in the Rhine at a point crossing near a train was due.



and east of the Vosges. Early in January Mr. Richard Capell, Representative of "The Daily Telegraph" with French correspondents voyaged through French Rhineland, through the pleasant communities where in September the German life had suddenly ceased in the touch of war. He remarked the untenanted villages, the abandoned fields, the unnatural stillness of the air. Yet, uninhabited as the land appeared, it was in reality bristling with troops who had never moved to the rear since they entered the zone four months before. "If the Maginot forces heretofore," he went on, "have not the prodigious dimensions and camouflages of those farther north, it is because the Rhine itself, that majestic river, forms a line of defence which

is to be supplemented rather than rivalled. But that is not for a moment to say that anything has been done to the river. While the average soldier will tell you that the crossing of the Rhine is an impossibility, the French might be supposed to have considered it a probability and planned accordingly."

As yet the French troops on that part of the Rhine front had no fighting to do, although it was not recommended to announce your presence on the river bank, for bullets crossed the Rhine from time to time. A machine-gunner would take a few rounds into the head of a few tanks. Nothing of

On the Rhine Front

weights had been exchanged—the big guns had not begun to roar, but the Maginot defences had been multiplied indefatigably, few objects on the landscape, Mr. Capell found, were so innocent as they looked. All around, skilfully concealed by the engineer's art or rendered inconspicuous by camouflage, were concrete fortifications, machine-gun emplacements, and protected points of vantage.

But even more to be admired than this material preparation for the fray was the splendid spirit of the men themselves, the men who kept watch and ward in that Maginot Line which civilization's guardians had reared as a rampart against the barbaric tide of Nazism. Mr. Capell paid tribute, high but well deserved, to the troops who were holding the frontier in those days of heavy frosts and biting wind, when the fields lay deep in snow, when the earth was like rock, and the thermometer dropped and dropped.

"The position I have been visiting," he wrote, "is exposed to enemy observation, and no less to northerly

## AIRCRAFT UNDER PROTECTION

Despite the weather during the winter of 1939-40 the French carried on their operations with their double-armed. Below, sentries are posted on aircraft, the cabin and engine of which have been protected from the enemy.

Photo: L'Assemply: L'Assemply





The Norfolk Regiment



# COUNTY REGIMENT WHICH GAINED FIRST AWARDS

On January 12, 1940, the first awards for bravery in the field were bestowed by Lord Gort upon two members of the Norfolk Regiment. Capt. H. P. Barclay, who received the M.C., and Lance-Cpl. H. Davis, who won the D.C. They are seen in the circle congratulating each other. Top, men of the Norfolk Regiment (the badge of which is seen top, left) placing in a sandbag all personal belongings before setting out on patrol. Above, the patrol in No-man's-land. Left, approaching an outpost, men of the patrol are moving forward to breakthrough.

*British Official Photographs - Crown Copyright*



#### WOMEN DRIVERS AND MEN FRANCE

A detachment of the Women's Mechanical Transport Corps left for France early in 1940 to give active assistance to the A.S.F. Above, Mrs. G. M. Cook (second from left), the Commandant of the W.M.T.C., inspects equipment of members of the Corps in London, shortly before they left for France.

(Photo: Associated Press)

winds which make it a real danger to expose our ears even for half an hour. The food that is sent hot from the field kitchens to battalion headquarters is cold by the time it reaches the outposts. The soldier's pinard, the wine ration, arrives in solid blocks.

"Whether it is muggy November or frosty January," he proceeded, "life up here is not easy for the more or less permanent residents, and to represent it as in any way enjoyable would be to do injustice to the dogged temper of these men who were for the most part ordinary civilians a few months ago and who are unshaven and unwaisted—wildly dressed with every knitted garment that comes to them in their Christmas parcels, their bloodshot with the smoke of dug-out fires—but admirably long-suffering and courageous and ready with a lively word for the passing stranger."

Cold, bitterly cold it was, so that to touch a piece of cold metal with the bare hand was to receive a sensation of burning. But, as one French soldier remarked, "it is twice as cold in Finland." Just as philosophic were

the French Colonial troops, the Moroccans and the rest, who must often have thought longingly of the blazing sun and parched sands of Africa. Yet they delved deep into the soil, contriving dug-outs not only for themselves but for the Moroccan ponies which constituted their regimental transport. Their only complaint was that of all the men on the Western Front that winter—lack of fighting, of "real" war. But what with cards and letter-writing, constant tea drinking and eating the sticky delicacies of their homeland, the noise of guitar and lute, the endless tales of the storytellers, they made the time of waiting pass.

Not the daily sacrifice of blood but the ceaseless toil was the keynote of that phase of the struggle on which the New Year supervened. All along the Western Front, but particularly in the sector taken over by the British, there was intense engineering work—bridging railways and rivers, building aerodromes, boring for water, tunnelling and trench digging, construction of camps and battlements, concrete forts and emplacements, surveying and map-

making, provision and improvement of transport facilities and so on. In this war as in its predecessor the support was always to the fore, and their specialized activity was supplemented by the efforts of the men of the Auxiliary Military Pioneer Corps, who now, fresh from road-making and house-building in Britain, dug in the soil of France. There were special companies which handled giant excavating machines, trench diggers, cable layers, and mechanical spades designed to shovel up earth to make trench coverments. Not least of the army respects in which 1940 differed from 1914 was the enormously increased employment of mechanical power. The infantryman's spade and entrenching tool were being supplanted more and more by the great and powerful machines which dug and churned and rolled the soil.

So the vast preparations for the day when the war should really begin went on uninterruptedly, and with the closest cooperation of the Allied armies and air forces. "Harmony was complete," declared M. Daladier just after attending the meeting of the Supreme War Council held in Paris on February 6—harmony in policy and in action, on the home front and not less in that silent, wintry sweep zone where the guardians of Western civilization stood ever to





#### BRITISH HOWITZER IN HIDING

In the forward areas of the M.E.P. on the Western Front advantage was taken of all available cover for the guns. Above, a howitzer of the Royal Artillery is seen in its concealed emplacement in the center of a bank, surrounded by a parapet of sandbags.

*British Official Photograph. Crown Copyright*



#### COUNTY REGIMENTS WITH THE A.I.F.

Here are some of England's famous county regiments, now again fighting in France. Left, a Company Commander of a battalion of the Royal Warwickshire Regiment; above, men of the Dorsetshire Regiment having their dinner; below, a working party of the Durham Light Infantry on fatigue in a French street. Regimental badges also are shown.





### FAMOUS REGIMENTS ON THE WESTERN FRONT

In this page are men members of these famous Scottish regiments serving with the B.E.F. in France. Above, a group of the Royal Scots is "standing to" in an advanced post during the inclement winter. Right, Captains sitting down from their billet in an old French town. Below, Lord Gort inspecting trenches dug by men of the Gordon Highlanders.

*Reynolds & Co. Ltd. Photographs. Piccadilly, London.*







### ANOTHER SHIP THE NAZIS 'SANK' BY RADIO

U.S.S. 'Repulse,' another a battle-cruiser of 35,000 tons, was reportedly reported as sunk by the German broadcasting station. But this Nazi news was given the lie when she put into Plymouth after 250 days at sea to give her crew a well-earned leave. Below, liberty men of the 'Repulse' group salute to a welcome change.

*Photo: C. E. Howard—AP*



## OFFENCE AND DEFENCE ROUND BRITAIN'S COASTS

When, on February 27, 1940, Mr. Churchill, First Lord of the Admiralty, presented the Naval Estimates in the form of token votes, he reviewed briefly the work of the Navy in its fight against the Nazi menace at sea. We give here part of this speech, which followed his request to the House of Commons for "a few men, some ships and a little money."

**S**ince the Navy has borne and is bearing the main weight of the war, and many vexatious and dangerous forms of attack are directed upon us, but if at any time in the future it becomes apparent that we have got the upper hand in an even more marked and decisive form than at present I shall be the first to propose a review of our resources and requirements and we have quite a lot, in order to add the national war effort in other directions.

That time has not yet come. We must always expect that attacks will be directed upon the sea power by which we live, on which all depends, on a far greater scale than anything we have so far known, back and forth.

We have been making from the outset of the war immense additional preparations to meet these reinforced attacks, whether they come from U-boats, from the minelaying of various kinds, or from the air.

I have opened that our billings of U-boats may be estimated at between two and four a week; that I qualified this by pointing out that this applies to periods of U-boat activity; periods, of course, when they are out and we could not achieve those figures. I believe it is safe to say that by the end of 1939 the Germans had lost from all causes of least half the U-boat fleet with which they began the war. It is put that fleet at about 70, this would leave them 35.

On the other hand, I was in error some months ago when I told the House that the rate of German new building of U-boats was in 1939 of 120 per week. This was not even then true for 1939, but it was not true up to the end of 1939; I doubt very much whether even 10 fresh U-boats came into action in that period.

Thus, the enemy may have added this year with about 15 U-boats of which, of course, about 20 would be required for training—keeping perhaps 20 for active operations. These would work in two or three reliefs, the number at any one time cannot be very large. Indeed, our calculations show that it has probably not exceeded 10 at any one time. This figure must be compared with the figure of 60, all operating together, which on three occasions marked the high peak period of the great U-boat campaign which we were down and broke in 1917. Since the New York Times have sharpened up on both sides and we are getting an increased number of U-boats and we have had some quite exceptional weeks of general results.

This may be satisfactory so far as it goes; but when we remember the substantial losses we have suffered from just three or four U-boats operating up to the present, the House will see how vast must be the preparations which we ought to make and which we are making in order to cope with the full scale of attack which may come upon us later on.

### Immense Shipbuilding Programme

**I** think we have been fighting with the very modest number of destroyers we had ready at the beginning of war, supplemented by several hundreds of other small craft, the bulk converted from civilian use, but all armed with the Aswats, with the depth charges, and the gun. But with the passage of the summer the new building of U-boats will increasingly come into play and we expect to meet them with our very large new buildings of great capability adapted to their destruction. The taken estimates provide for an immense programme; in fact, we shall be building all this equipment and other equipment subject only to one condition.

I have also undertaken, at the request of the Cabinet to try to make a large increase in the rate of merchant shipbuilding to replace inevitable losses. I hope to get not only leading employers, but also leading trade unions into the new department so that both sides will be represented, will have a place in the house of commons, and will pull together as they have never pulled before. Before now, it is not necessary.

The U-boat has been steadily driven from, using the gun, with all its great advantages of speed upon the surface, into

the more ruthless but less effective warfare by the torpedo; and it has been largely driven from using the torpedo to the laying of mines, magnetic and others, in the approach to our harbours.

The ordinary mine mine is familiar to us in the last war, and we had at one time a number of such mines engaged solely on the task of sweeping them up and keeping the channel clear. The use of the magnetic mine produced an additional complication. There is nothing particularly new or novel about it, although mechanically it was very slowly made.

I feel entitled to say that we saw our way to mastering this magnetic mine and other variants of the same idea. How this has been achieved is a detailed story written in the language of its own. Magnetism is a fairly exact science, and the complications and refinements are all explored and mastered. To be modest, we do not feel as all outdone in science by the Nazis.

### Fishermen Volunteer for Minesweeping

**P**ossibly with the mining attack we have just to call upon the fishing fleet and the fishermen. Although this year as well have about a quarter of a million sailors at our disposal, we had at the end of November 1939 for nearly thousand volunteers for minesweeping duties. There are a great many more—just the equipment was only for three months. It is now clear that it must be greatly prolonged. The service is of course not only dangerous but tedious in a very high degree. However, our volunteers from the fishing fleet seem to have taken a liking to it, probably because everybody knows how very necessary it is to the country and that the job has to be done by men loyal to the sea. In many reports over 90 per cent of those who volunteered for three months in November now wish to continue for the duration, and the Admiralty are going to meet their wish.

In their attack upon our shipping and merchant shipping the Germans have broken every rule hitherto accepted by the world for regulating sailing warfare. That they consider this they are the outrages they have committed upon the fishing fleet and small unarmed merchant vessels, and upon the lightships which were markers of all countries off the coasts and shoals. So execrable has been the behaviour of some of the German sailors in attacking harmless unarmed vessels and in murdering the crews when in the hands, and in despoiling on the radio what for it was to be a ship—crackling up in flames like a Christmas tree, that we have had to send out all our fishing boats and small craft with the means of defending themselves. Because it was found that sailing vessels better to be equipped at once with the means of defence than lying upon them at once. We have reason to know that several of them have shown off very quickly when threatened only newly given a warning have fired back upon them.

Thousands of guns of all sorts and sizes are being turned to our merchant and fishing fleets. The Nazis have resorted to using this enables them to break all the conventions which they have already broken several times over. They may, of course, apply their methods on a larger scale, but they have not for some time been able to deny to any new breeds of cruelty and depravity.

**W**e must be very thankful that we have not yet lost our Navy, the champion of freedom across the centuries, strong enough and free enough to beat down all the wickedness and degeneracy, and enable us to help our allies by land and air in their splendid efforts. This great institution, which has lived through so many wars, still, in spite of changes which have taken place, is the foundation of our ability to survive to serve the causes which are now at stake.



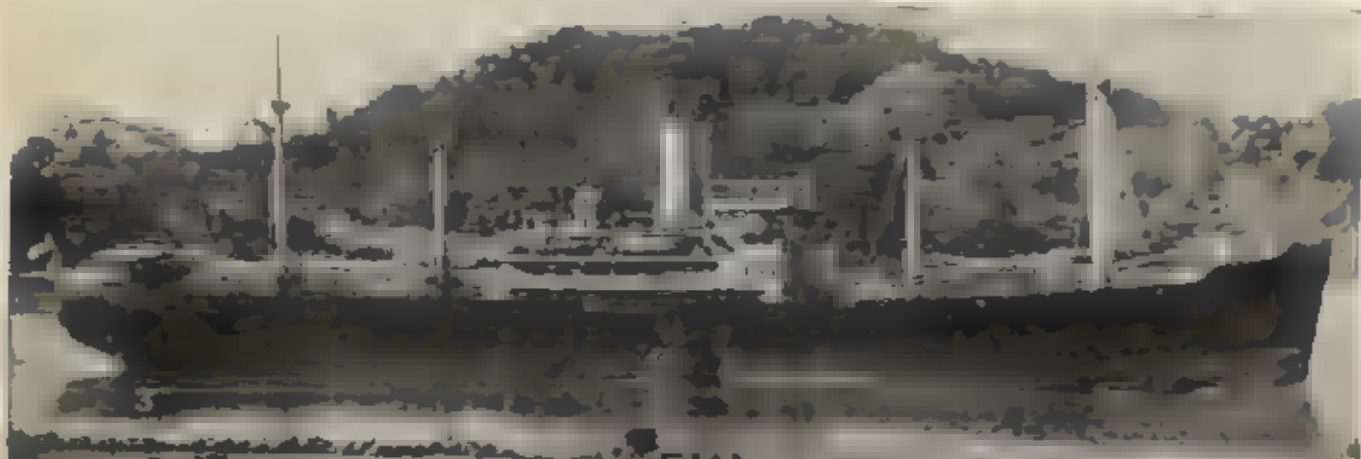
### METAL FOR BRITAIN IN NAZI SHIP

These photographs tell the story of the capture of the German merchant ship "Dusseldorf" at Valparaiso. 1 After the vessel has been stopped by a British destroyer, a crew member is a prisoner to board her. 2 With a British prize crew aboard, the "Dusseldorf" proceeds, escorted by the destroyer. 3 The German ship (White Ensign flown above the Swastika) at Balboa, just before passing through the Panama Canal.



4 Unloading metal from the captured ship was renamed "Empire Confidence" in London. 5 When the vessel discharged part of her prize cargo at Bermuda, the islanders pulled the holds with scrap metal, some of which is here seen as a war gift to Britain.

Photo: Photo Special, N.Y.C. United Press





# THE SEA AFFAIR DURING FEBRUARY, 1940: A SUMMARY OF ACHIEVEMENT

*After Six Months of War—Britain's Immense Naval Building Programme—  
Five New Battleships—Return of H.M.S. 'Repulse'—Swift Retribution for  
U-Boats—Loss of H.M.S. 'Daring' and 'Sphinx'—Sinking of the  
'Beaverburn'—Ruthless War on British Trawlers—Foul Outrages Upon  
the Sea—Heavy Neutral Losses*

**E**ACH succeeding month of the war at sea brought more evidences of the mastery of the British Navy, and further indications of resourcefulness in dealing with new and more menacing forms of German attack. The high spot of February, 1940, was the brilliant cutting-out expedition of H.M. destroyer "Cossack" in Norwegian waters, on the night of February 16-17, which resulted in the rescue of 299 British prisoners from the German auxiliary vessel "Altmark" (see Chapter 33). Other events which made this, the sixth, month of the war notable were the return to home waters of the "Ajax" and "Exeter," and to her base in New Zealand of H.M.S. "Achilles," victors of the battle of the River Plate; the continued immunity, with few exceptions, of ships sailing in convoy; the growing outwary of neutral nations in the sinking of their shipping; and the destruction of many predatory U-boats. Another feat for which the Navy deserved full credit was the transport to Suez without casualty of the Australian and New Zealand Expeditionary Force.

This month also saw a speeding up in the running of smaller merchant convoys, with such satisfactory results that even fishing trawlers were able to get off. Heinkel bombers with a Lewis gun. It was during February, too, that the Nazi magnetic mines were dismantled and their secrets discovered. This story, however, and that of the devising of an adequate protection against these devilish machines belong properly to a later period, when more details became available.

The conclusion of six months of war, the main brunt of which had fallen on the Royal Navy and Mercantile Marine, was the apt occasion for a review of the war, and a summary of achievement was given by several responsible ministers. As far as the sea was concerned, Lord Chatfield at Cardiff, the Prime Minister at Birmingham, and Mr. Winston Churchill in the House of Commons, paid ungrudging tribute to the magnificent efforts which during those months had maintained Great

Britain in unassailable command of the essential trade routes. Less than one per cent of our total mercantile marine, said Lord Chatfield, had been destroyed. Over 50,000,000 tons of shipping, the Prime Minister told the nation, had entered or cleared from our ports. The loss by enemy action, said Mr. Churchill, on the balance of loss and gain had been 200,000 tons in six months, as against 450,000 tons net loss in the single deadly month of April, 1917. As regards the convoy system, out of 10,000 merchant ships conveyed 10,076 had been brought safely home.

The First Lord, in introducing token figures for the Royal Navy on February 27, laid before the House the figures at his disposal, and gave the impression which the nature of his high office enabled him to form. He dealt with the sinking of U-boats, explaining that his original estimate of from two to four a week referred to the

periods when the boats were most active. Assuming that the Germans had 70 submarines available for service at the beginning of the war, at least half of these were definitely known to have been sunk. Of the remaining 35, about 20 would be required for training. It was doubtful whether at any given time more than ten were operating, and the First Lord computed this figure with that of 24 known to have been operating together on three occasions at the high peak of the great U-boat campaign of 1917. At the same time he struck a note of warning when he said that if ten submarines working together could inflict the damage already suffered by the Royal Navy and Mercantile Marine, how vast must be the preparations to cope with the full scale of attack which might come later on! To this end he foreboded

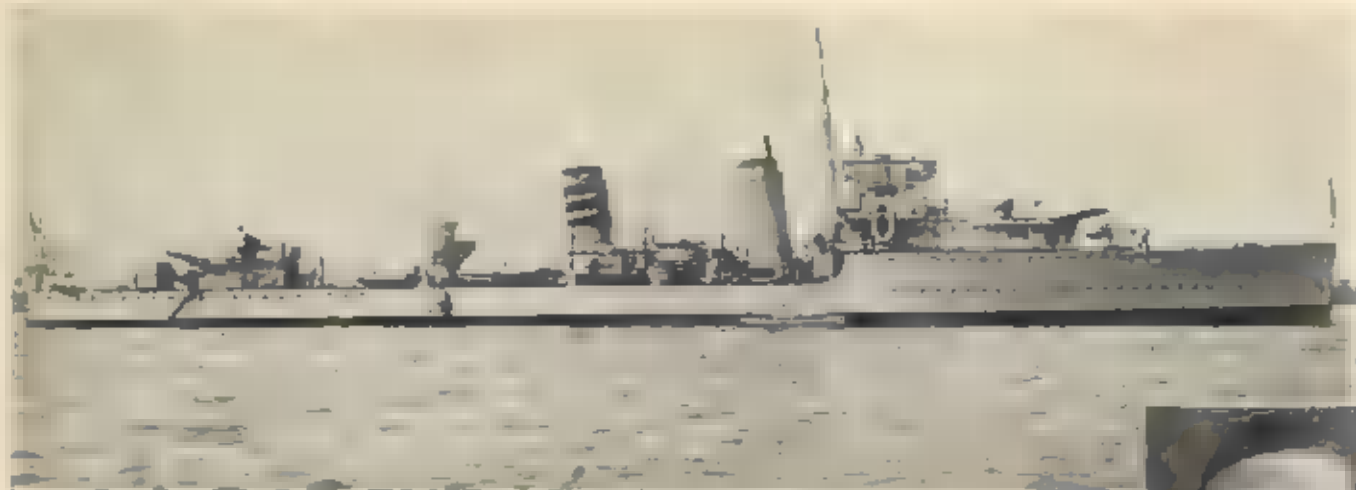
Churchill  
on U-boat  
Menace

## HALF A SHIP CALLS FOR HELP

In February, 1940, the British tanker "Imperial Transport" was cut in two by a U-boat in the Atlantic. The crew took to the boats, but, finding that the stern still floated, they returned to what remained of their ship, and after an adventurous voyage brought her safely into Scotland ten days later. The appeal for assistance was painted on deck for the attention of friendly aircraft.

Photo, Keystone





"an immense programme," a large new building of craft specially adapted for submarine destruction.

He took an optimistic view of the attack by mines, dismissed the menace of the magnetic mine as by no means beyond the possibility of conquest, and paid tribute to the personnel of the fishing boats who had volunteered, and continued to volunteer, for this very hazardous service. In referring to the big battleships he answered the criticism (so often heard) that they

**SHE SANK TWO U-BOATS IN ONE DAY**  
H.M. Destroyer 'Antelope', shown, was successful in destroying two German submarines which attacked a British convoy on February 19, 1940. Right is Lieut.-Commander R. T. White, of the 'Antelope'.  
Photo. For. *Illustrated London News*

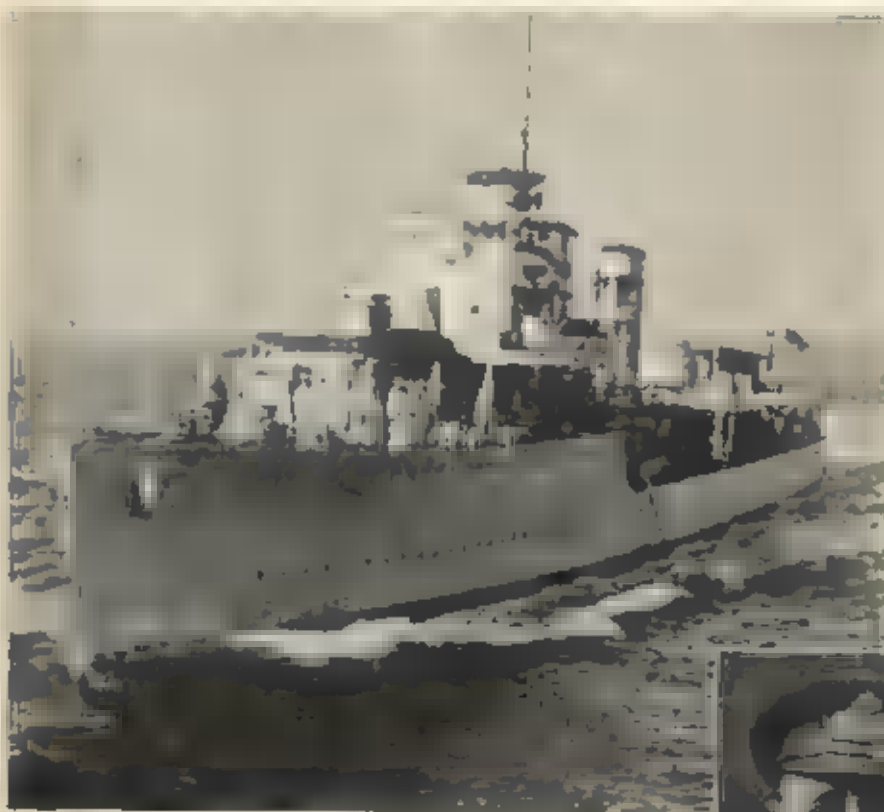
really of very little use by reason that only an unquestioned superiority in battleships prevented the German heavy cruisers from sailing into the Atlantic and obstructing or even arresting the whole of the enormous trade without which Great Britain could not live. While the enemy, with our two big

ships, could not form a line of battle, the Royal Navy had at least three, if not four, lines.

Then came the comforting assurance that within a short time the Fleet would be reinforced by five modern battleships of the "King George V" class, designed to stand up much more effectively than any in existence to air and submarine attack. In point of fact, the older ships such as H.M.S. 'Barham' had withstood attack remarkably well, as had also H.M.S. 'Nelson.' This fifteen-year-old battleship, it was revealed for the first time, had been damaged by a magnetic mine in the early part of December, 1939. The mine had been well kept and had only just become known to the enemy, for the "Nelson" had been able to return to harbour under her own steam.

The Admiralty maintained its policy of discreet silence with regard to enemy losses of submarines as and when they occurred, but this rule was broken on February 9, when it was announced that two U-boats had been sunk by our destroyer when attacking a British convoy. This was the first time that the Germans were known to have employed two submarines in an attack on a single convoy, and the coast guard at least be supposed to have discouraged them from taking the same risk again.

It was afterwards learnt that the successful destroyer was H.M.S. 'Antelope' (Lt.-Commander R. T. White, R.N.).



#### LOST IN ENEMY ACTION

It was announced by the Admiralty on February 19, 1940, that H.M. Destroyer 'Daring' (shown) had been sunk by torpedoes, with large loss of life. On the right is her captain, Commander S. A. Cooper.

Photo. Central Press. Topical





#### HALF SUNK BENEATH THE WAVES

The 5,000-ton Glasgow steamer "Lock Maddy" was torpedoed by a U-boat on February 21, 1945. The photographs above show: left, the bow half of the "Lock Maddy" sinking beneath the waves; right, the stern half of the vessel taken on tow by another ship.

(Photo, Topical Press)

a vessel of 1,350 tons, with a speed of 35 knots; her armament was four 4.7-inch and six smaller guns, supplemented by eight torpedo tubes. The "Acasta" class were the first destroyers to have their torpedo tubes quadruply mounted, an arrangement that enables salvoes of torpedoes to be fired.

A few days later (on February 14) the Admiralty announced that two U-boats which had attacked British

merchant ships were sunk. The merchantmen were the "Gretafeld" (10,190 tons), the "British Triumph" (12,306 tons) and the "Sultan Star" (12,306 tons). Three vessels were sunk, but in the case of the "Sultan Star," said to have been the most intact ship to have been sunk during the war, the U-boat arrived its victim only by half an hour.

On the same day the British battle-cruiser "Repulse," which Germany

claimed to have sunk on October 14, 1941, when the "Repulse" was on patrol in Plymouth harbor, showing no battle scars whatever, had completed 130 days' steaming and had come home to allow her crew a well-earned leave. The German propagandists had now to admit her existence and contented themselves by suggesting that the normal visit to a home port was one to a dockyard for extensive repairs.

During the period under review a number of other U-boats were undoubtedly sunk, though no official confirmation was forthcoming. On February 17 it was announced that a German submarine was bombed and possibly destroyed in the North Sea by an aircraft of the R.A.F. Coastal Command; and on February 23 Capt. Roy Jennings, of the Hull steamer "Asiatie," described how he rammed a submarine off the north-east coast of Scotland. Captain Jennings said: "We were proceeding at about 10 knots when we felt a sharp impact and found we had struck a submarine a glancing blow."

Ramming  
a U-Boat



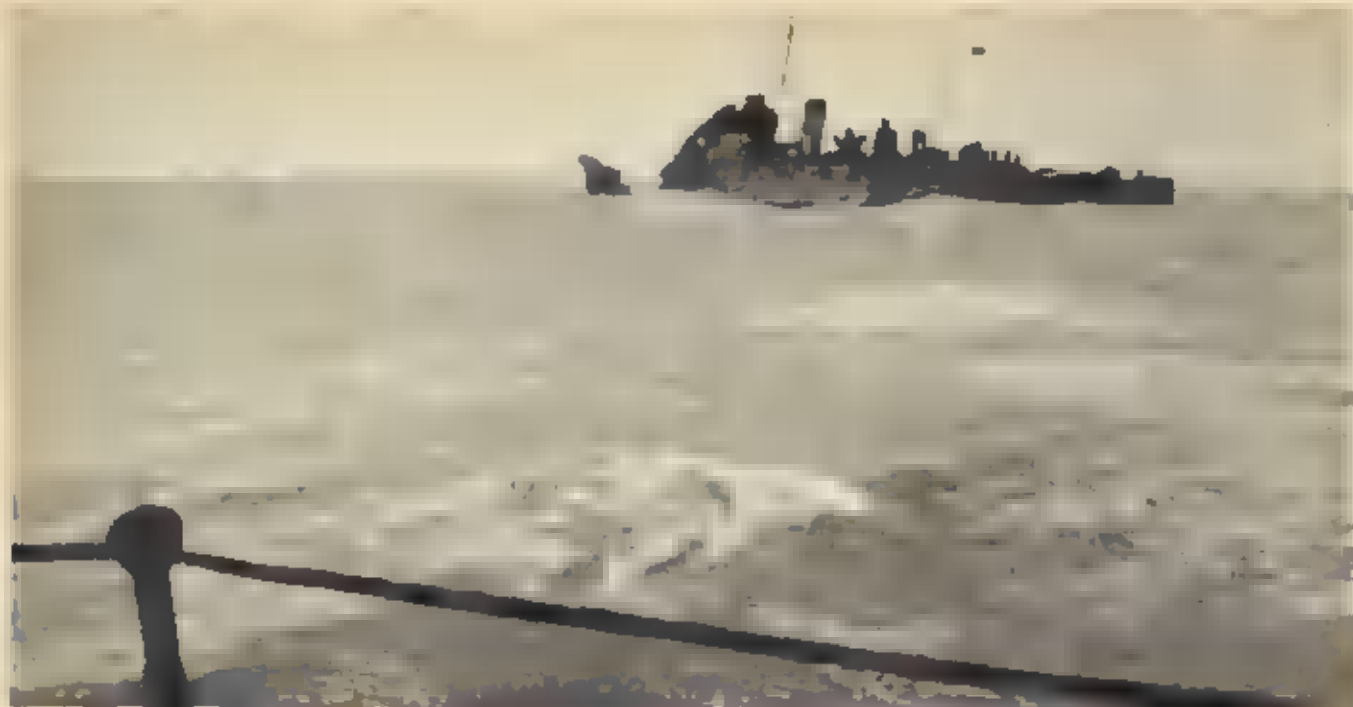
#### FRENCH DESTROYER'S SUCCESS

February 27, 1945, the Admiralty announced that the destroyer "Siroco" had rammed and sunk a German submarine after having forced her to the surface. The "Siroco" was a mine ship of the "Siroco" class, illustrated in page 157. Right is the captain of the "Siroco," Capitaine de Corvette Bataille, a most appropriate name.

(Photo, Topical Press)







#### AFTER THE BOMBS HAD FALLEN

H.M. minesweeper "Sphinx" was attacked by a German bomber on Feb. 3, 1940. The photograph above, taken from a sister ship, shows the "Sphinx" after being severely hit. The ship from which the photograph was taken, after rescuing survivors, took "Sphinx" in tow, but the minesweeper foundered in heavy weather.

Photo, T. J. Bonham

The U-boat was surfacing at the time and must have been either sunk or very badly damaged.

On February 22 the Admiralty announced the loss of H.M. trawler "Fifeshire," under the command of Acting Sub-Lieutenant J. V. Scarle-Wood. The vessel was sunk by enemy aircraft, 21 lives being lost and only one member of the crew being picked up. A sister ship (the trawler "Solon") was similarly attacked, but drove off the enemy aircraft and returned safely to port.

There was no doubt that the U-boat which on February 22 torpedoed the Glasgow steamer "Loch Maddy" (4,900 tons) quickly met her

doom by the agency of the British warship which rescued the merchantmen's survivors. "About an hour and a half after we had left the ship in the lifeboats," said one of them, "we saw a warship which came over in answer to our flares and asked if we were all right. It then left us, and shortly afterwards there were two heavy explosions. The warship returned later to pick us up." This news was published on February 27, and during his speech in the House of Commons the following day Mr. Winston Churchill said:

"We don't make announcements of U-boat sinkings unless there is some feature of special interest. They are wrapped in

mystery. As these things are mentioned I don't mind saying that they are an understatement. Actually in 1940 less than three were lost and two almost certainly."

The French Navy was not inactive in submarine hunting, though its opportunities were more restricted. On February 27 the French Admiralty announced that the 1,249-ton destroyer "Simoun" had rammed and sunk a U-boat, having first forced her to the surface with depth charges.

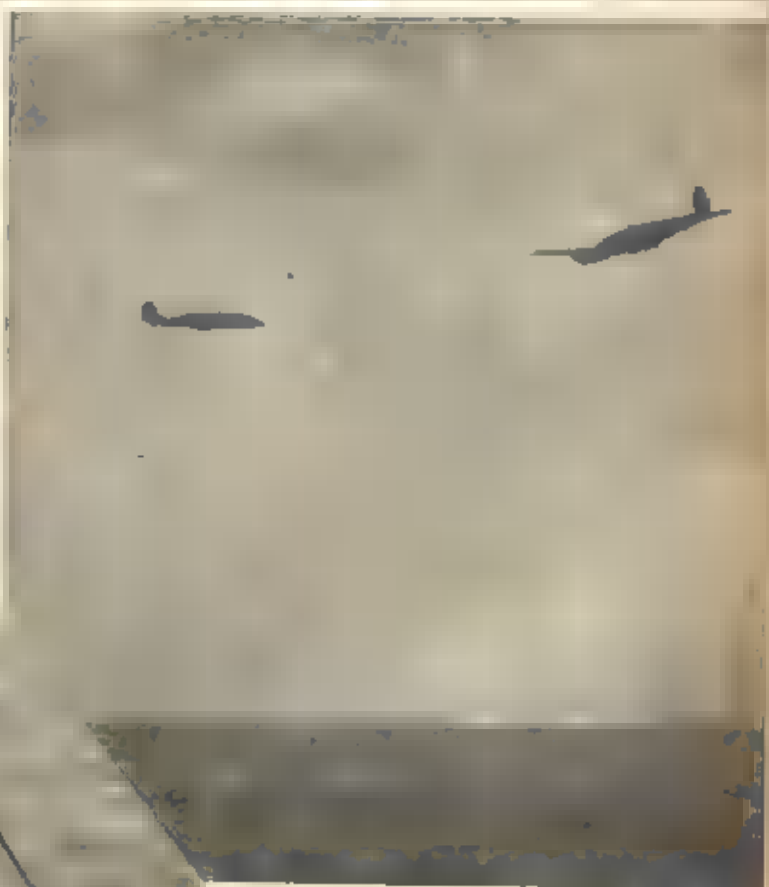
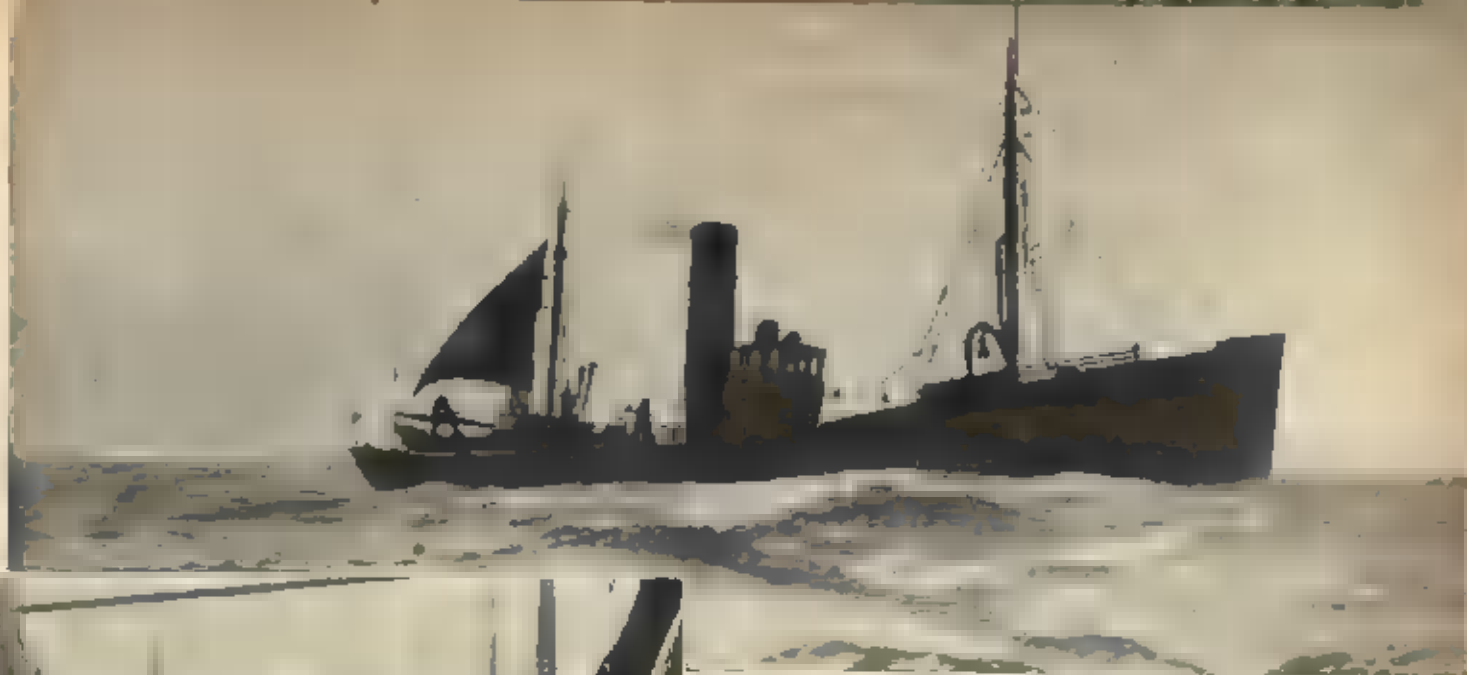
The most serious loss suffered by the British Navy during this period was that of H.M. destroyer "Daring" (Commander S. A. Cooper). This was announced on February 19, and with it the grave news that nine officers and 148 ratings were missing and that only one officer and four ratings had been picked up. For the first time it was stated without doubt that a British destroyer had been sunk by torpedoes. In other cases the possibility of sinking by mine had not been precluded.

The "Daring" (1,375 tons) was of the "Defender" class, completed in 1932, and was a sister ship to H.M.S. "Duchess," lost in collision with another naval vessel in December, 1939. Her destruction brought the total number of destroyers lost since the outbreak of war up to six, others being "Blanche," "Olay," "Renouille" and "Ernath."

Earlier in the month the Navy also lost her first minesweeper (that is, apart

from trawlers so employed), when H.M.S. "Sphinx" (Commander J. R. N. Taylor) sank on tow after her attack. She had been severely hit by enemy bombs on February 3. Her engines were disabled, and she foundered in heavy weather while being towed into port. Very big seas were running when the tow parted and the ship finally capsized. Unfortunately, this disaster was accompanied by heavy loss of life—the commander, four officers and forty-nine ratings. Her war complement was 100. The wreck was later discovered upside down on the beach at a point on the north-east coast. A German mine claimed H.M. trawler "Barvollo," and on February 24 the Admiralty announced that the commanding officer and nine ratings were missing and believed to have been lost.

British merchant shipping suffered severely during the month (the week ending February 17 being the worst since the outbreak of war). The first heavy loss was that of the Canadian Pacific steamer "Beaverburn" (4,874 tons), sunk by torpedo off the south-west coast on February 5. She was a cargo vessel on regular service between the St. Lawrence and the Thames, and fortunately 76 out of 77 of her crew were saved. Almost all of these sinkings occasional deeds of heroism. One of the heroes of the "Beaverburn" was Harry Teare, of Southampton, third engineer, who risked his life by remaining in the engine-room to switch off the engines, and thus saved many of his shipmates by preventing an explosion. He reached the deck as the ship went under, his action enabling four of the



#### GALLANT HEROES OF THE FISHING FLEET

Despite repeated dastardly attacks from the air the men of the East Coast trawlers refused to be intimidated, and bravely carried on with their work. The photographs in this page show: top, the little trawler 'Starbank,' which beat off a German bomber in the North Sea; left centre, the crew of the 'Star of the Isles,' which fought another German bomber; above, Nazi aircraft seeking to attack a trawler; left, one of the twin Lewis gun turrets supplied to the trawlers to help in protecting them against air attacks.

Photos, Thomas Low Typical Press

ship's boats to get away. Then he stood quickly with the water breaking over the deck, waiting to choose a spot from which to jump. He was finally rescued while clinging to a spar.

The hero of the "Sultan Star," the most ship referred to above, was the wireless operator—P. S. Wither, of Greenford, Middlesex. When the order was given to abandon ship Wither was still at his instruments sending distress signals to which he got no yet had no response. He refused point-blank to leave until he had had the "All Clear." Two-thirds of the ship were lost when at last he left her, and he remained on board he was hit by the heavy swell and by wreckage from the cargo. His captain.

It was a most extraordinary sight to see her funnel lying along the surface of the water with the sea pouring into it and there was "Hurry" up there waiting for the ship's signal. When there seemed no possibility of his escaping he crawled out on the port side and a rope was thrown down into the water. A minute or so later the ship disappeared.

A loss involving much hardship as passengers occurred on February 7, when the motor vessel "Munster," nearest mail ship on the Liverpool-Northern Ireland service, struck a mine in the Irish Sea and sank twenty-three miles from port. She was carrying 200 passengers and crew, all of whom were saved when her SOS signals by air (her aerial was smashed) were answered

by the collier "Kingwall." But some had been injured and suffered from exposure. The "Munster" was struck off of list and had the Eiravate tricolour painted on her sides.

A feature of the period under review was the frequent—almost daily—attacks on smaller shipping; one of the most careful aspects was the power of defence given to the crew of humble craft by the fitting of light armament. We could recount many stories of retaliation against serious attack by the crews of trawlers. One quote out of the typical ones. On February 12 four trawlers met off an enemy plane which attacked them and next day three more (German vessels) forced them to withdraw. The skipper of the little "Furber" (125 tons), when the bomber dived to attack the ship gave orders the vessel to be ready. He.

"The trawler 'Furber' at once, as a matter of fact, had a very small crew. The plane dived, releasing a bomb and a machine-gun. The machine-gun was whistled in the air and the trawler was able to return fire with a bomb and I got them back their ship with a bomb."

The Heinkel shivered. On February 22 a number of trawlers fishing in the North Sea drove off raiders with their newly installed machine-guns. Two aircraft swooped down on a single trawler, the "Ormside," a small vessel on the Norfolk coast, but were met by a stream

of bullets, and immediately turned and fled. Another raider which tried to machine-gun six East Anglian trawlers was also driven off. Mr. W. Normandale, skipper of the "Aerbu," said:

"We were trawling when a plane came out of the mist, and we did not know whether it was friendly or not. Then the raider's gunner came on fire, and I told my fellows to shoot him down. We gave him about 15 rounds from our Lewis gun, and after being swamped we found it too hot and made off."

The bomber next came for the trawler "Kitty," but after one drive gave up the attack. Her skipper said: "I think the pilot saw our gun, and realised that we too had an answer for him." The provision of defensive armament, which quickly proved so successful, was rapidly increased, during February the Lord was able to announce that thousands of tons were being sent to the merchant and fishing fleets.

The magnificent work of the R.A.F. Coastal Command in directing the rescue of shipwrecked mariners continued during the month. On February 2 three men were picked up adrift in a boat; rescue work on the day nine by R.A.F. men who were in difficulties in a rough sea rescued, after aircraft in the case had directed a trawler and in the other a small fishing vessel to the rescue. Some days later ten shipwrecked sailors, eight of them lying exhausted in the bottom of a drifting lifeboat in the North Sea, were spotted by an R.A.F. plane on patrol. By means of coloured lights the pilot guided two minesweepers 15 miles to the open boat. He circled round until the men had been picked up and then resumed his patrol.

On February 25 the pilot of another R.A.F. Coastal Command aircraft on patrol saw in the half light of early morning a dark object floating on the sea. On coming closer it was discovered it to be a raft to which six men were clinging. Within 20 minutes they were safe aboard a British destroyer.

Though such stories sound a cheerful note, they cannot obliterate the memory of many more that are marked by unrelieved horror, the result of what Mr. Churchill called Germany's "sent out-rages upon the sea." Of this class perhaps the most ghastly was the story told by survivors of the Greek steamer "Eleon Strathmore" (5,025 tons). The ship was torpedoed, and the crew of 27 took to two lifeboats. One of these with 27 aboard was swamped and all had to crowd onto the remaining boat. They had quite inadequate provisions and were afloat for five days. Lack of food and drink, together with exposure and



CHEERING THE HEROES OF THE 'AJAX'

On February 23, 1940, seven injured officers and men of the cruiser "Ajax" and "Easter" marched through the streets of London to Guildhall, where they received a civic welcome and the expression of the country's gratitude for the gallant part they played in the battle of the River Plate. Above, men of the "Ajax" being cheered as they marched along the Embankment.

Photo, H. J. Agnew





### A FRENCH CAPTURE ON THE HIGH SEAS

The fast vessel 'Restock,' carrying a valuable cargo of hardware, was captured by the French Navy in February, 1940. Above, a French naval launch alongside the cargo boat; below, French sailors are examining the vessel after the capture; below, hoisting down the Nazi flag.



mental strain, took a heavy toll. On the third day two men died after first going mad. Next morning three more were dead. Altogether thirteen men frozen to death. The survivors were helpless and had no means of propulsion but a tiny sail. One of them told of their anguish when a trawler came close by them and failed to respond to a signal by police whistle. Other ships passed near by but did not see them, and eventually this unhappy boatload drifted on to the coast and was towed ashore by a motor boat.

As the war proceeded the neutrals suffered even more in proportion than the British merchant marine, but the protests and remonstrances they made to Berlin produced nothing but a more ruthless prosecution of the war against them. One of the most flagrant breaches of international law occurred on February 10, in the deliberate sinking of the Holland-America steamer "Burget-dijk," a vessel carrying passengers and a cargo of grain from New York to Rotterdam—a neutral ship bound for a

neutral port and carrying no contraband. The captain of the German submarine would listen to no argument of this character; he gave passengers and crew half an hour to take to the boats, and then sank her. The survivors were fourteen hours adrift.

But "strong protests" and "serious representations" made by the Netherlands Government—and in many

from attack on any waters into which a U-boat could penetrate, for practically all trade routes to Europe pass through waters where Britain had opened control stations. Holland must necessarily be the worst sufferer as no ships from her colonies or from any other neutral nations could reach a Dutch port without passing through the British contraband control. Therefore it would seem that the "sink at sight" ruling was now applied to all neutral shipping.

No account of sea affairs during February, 1940, would be complete without reference to the reception on February 23 for the officers and men of the "Ajax" and "Exeter," victors with the "Achilles" at the battle of the River Plate. After a triumphant march through the streets these heroes were entertained at luncheon at Guildhall. It was fitting that on the other side of the world, at the same time, officers and men of H.M.S. "Achilles" were being entertained in their native New Zealand in the city of Auckland. In the London

Guildhall the First Lord struck the keynote of the occasion when he said: "Warriors of the past may look down on us now without any feeling that the island race has lost its daring." The battle with the "Graf Spee," he said, had in a dark, cold winter warmed the cockles of the British heart, and as a notable phrase he added:

"But it is especially in the low glittering sun, glittering, deadly hours of action which give all eyes a keen sight in these hours that the spirit of the Navy is shown. For more does it fall in the weeks and months of ceaseless trial and endurance on the stormy, icy seas, dark and foggy nights when at any moment there may come from the waves death and destruction with a sudden roar."

other flagrant instances by the Governments of Norway, Sweden and Denmark—produced only orders to torpedo without inquiry all neutral ships which, to judge from their course, would have to put in at a British coastal station before reaching the port to which they were bound. U-boat commanders would not be required to examine papers of such ships. As was pointed out by Mr. H. Carleton Greene, special correspondent of the "Daily Telegraph," this ruling meant that no neutral ship would be safe



## FINLAND'S INTREPID STAND AGAINST RUSSIA

From the many appeals on behalf of a valiant little country fighting against overwhelming odds we select and reproduce three, made by the Finnish President, his Prime Minister, and the Finnish Minister in London. Last comes the Swedish Premier's defiance of his Government's policy of neutrality, a policy which was to have such far-reaching effects, and a short extract from a speech by the Archbishop of Canterbury.

PRESIDENT KALLIO, IN A BROADCAST MESSAGE TO THE FINNISH ARMY, DECEMBER 15, 1939:

There is no need for us to testify to our innocence with regard to the outbreak of the war, for the League of Nations, where 53 nations were represented, has unanimously branded the Party of those nations condemned the P.M.S.L. in expulsion from the League, and no voice was raised in her defense. We have acted this with the greatest satisfaction, and now remain waiting for the measures which the member States of the League will take against the aggressor.

We are deeply grateful for the economic help and very profound sympathy that have fallen to our lot. But everyone grants that in modern warfare the decisions lie with instruments of defense suited to their particular purpose and men to use them, so that we need more active help than we have so far obtained.

As our cause is the just cause of the whole civilized world, we believe that the civilized nations cannot leave us to fight alone on this front. But even should that prove to be the case, which we do not believe, the Finnish people cannot yield in the face of aggression, for we understand that if the principles of justice are allowed to be trodden under foot by stealth, then our ancient western civilization will have lost its most valuable treasure-house.

We do not deny that nearest our hearts are our own homes, our land, our culture, our whole social system, in which we have become rooted and which is now threatened with destruction. But it is just through these values that we have been able to contribute our share to the world's culture, and therefore we dare to hope that these common cultural values and principles of justice will also be commonly defended. In the front the Finnish defense forces now stand to appear against an attack whose aim is to destroy in addition to our independence—the common cause as well. Will the civilized nations permit this to happen?

Together with the historical and economic relations, we unite with you in all sympathy those losses which have fallen to the defense of our country. Our responsibility is the knowledge that live themselves regard an honorable death as better than that the whole of Europe would bring us.

MR. G. A. GUSTAFSSON, FINNISH MINISTER IN LONDON, IN A BROADCAST ADDRESS, DECEMBER 24, 1939:

For the years since we gained our complete independence we have built up a State where there is no unemployment, where every man and woman has the right and privilege to take part in the shaping of the destiny of the State, where the youth of all classes can proceed to the highest education, and where, thanks to a far-reaching social legislation, the poorer classes are in every respect comforted and supported as far as our economic means permit.

We have built up a State with one hundred and fifty thousand landowners, with new schools, new hospitals and new welfare organizations; a State where every man no matter what his origin, can exercise his right of free speech, in which every man has the right to think and to speak freely, to worship as he pleases, and to follow whatever vocation or occupation he prefers. You will understand, therefore, why we are now standing and fighting to resist the Russian attempt to destroy us. All these things which we—and indeed you—love and cherish, are now at stake: our heritage from past generations, our freedom, the very lives of our women and children.

MR. RYD, SWEDISH PREMIER, IN HIS APPEAL TO THE SWEDISH PEOPLE, DECEMBER 26, 1939:

So far as Finland is concerned the Bolshevik attack is a mere episode in that, for geographical reasons, we have become the first victim of the aggression, but its world sig-

nificance lies in the circumstance that we represent the first stage in the striving of Bolshevism to impose its doctrine by violence on the whole world.

Those who sit today in their powerful nations feeling an expressed sympathy for us, may incorporate both our position and the likelihood as to whether it will be a gathering momentum. If the war between European Great Powers continues, the victims will suffer if it does not, increased terror, repression, and the social upheavals and progress the and further spread of Bolshevism. For this reason, the present situation demands of those the closest possible co-operation of all possibilities of warding off the threatening common danger.

Finland has suffered a well-understood, a well-organized and a well-armed attack, which is a serious threat to the character of the world stage. So far she has played her role well. She has shown how a country, despite a small free people, can stand up to the best army, giving them no time to rest, the strength of which is made all hope.

We have shown that the fate of western civilization is, after all, not hopeless. As the progress, if we are left to our own resources, our side will naturally stand out stronger. Against the ever fresh machine of material hatred against us from all sides, the same Finnish institutions will stand on our side, with the same hatred and the same determination, that we know that the forces of the civilized nations are with us, and that before long they will be helping us. What has so far happened has given us the complete assurance that help will be forthcoming, that it will come on a sufficient scale, and that it will come in time.

MR. BÄCKSTRÖM, SWEDISH MINISTER OF DEFENSE, IN A BROADCAST ADDRESS, DECEMBER 27, 1939:

There is another real alternative to the present Swedish policy of complete military inactivity, although the Government's policy does not, as a rule, openly advocate this course, consisting themselves with the demand for efficient or more efficient help for Finland.

It is not impossible if our country does not choose the course of our world. It must reckon on the possibility of being forced to resist by force the vital interests, liberty and independence. It is not a country which, without us, we shall not have to face, the Swedish people will not tolerate. But it has the right and the duty to remain independent and to avoid this necessity. Should the time come, simply within the action is an independent source of strength. It has already been made clear that only support is allowed once a policy aiming at military intervention, that is, making the war.

Another point of view of parliament interest is that the risk of dragging Sweden and the North into the war between the Great Powers cannot be dismissed merely as an hypothesis among others. It is our conviction that by our attitude we have not only chosen the best way of safeguarding Swedish interests, but have also created the best opportunities for helping Finland. What difficulties and trials we may yet have to be seriously and fully met. May we be prepared to face them without any undue sympathy.

MR. LAM, ARCHBISHOP OF CANTERBURY, IN A SPEECH ON BEHALF OF THE FINNISH PEOPLE, MARCH 1, 1940:

Finland is the protagonist of civilization at this most strange and mysterious epoch in the world's history. . . Finland is a modern Thermopylae, standing at the gates and guarding civilization against a wicked barbarian invasion. Our sympathy for the heroic Finnish army and people needs no permission. It is the instinct of our hearts. Whatever the fate may be for the people of Finland, understand that when, please God, the story of the Allies is secured, and this reign of brute force ended, Finland will be restored to its freedom and independence.

# FINLAND'S HEROIC STRUGGLE CONTINUES: THE FIGHT FOR THE KARELIAN ISTHMUS

*'Condemned to Death Unless . . .—Decisive Battle of the War—Russians Pierce Mannerheim Line—The Finns Withdraw and Gain a Respite—Abandonment of Koivisto Fortress—Finnish Victory at Kiveli: Annihilation of the Russian 18th Division—Huge Russian Losses at Kuhmo—Foreign Volunteer Brigade Arrives—The Petsamo Sector—Unwavering Skill and Bravery*

**"F**INLAND is condemned to death if she does not get assistance and get it quickly.

Miracles have been worked, but nobody can expect that they will go on happening indefinitely. . . . These were the words spoken by the Finnish Minister in Paris at the end of January, 1940. Two days later the Finnish Parliament began the first session ever held in wartime. This was an impressive gesture, a convincing demonstration to their own people as well as to the outside world that the entire nation stood united behind government and army, that the country was ruled democratically, and that Helsinki was determined in no way to capitulate to ruthless Russian air attacks. Finland's former President, Kosti Kallio, opened the session with a short outline of the situation, emphasizing that Parliament was of such importance to Finland that it had to meet even under the most difficult and dangerous conditions. He praised the Finnish women, of whom he said: "Of our women, folk the fatherland demands the enterprise of a Martha and the heart of a Mary."

The decisive battle of the war had begun on the Isthmus when Parliament assembled. Hoping to break the resistance of the Finnish civil population, the Russians intensified their air activities, obviously working on a pre-arranged plan. There was, however, little night flying, for which the Soviet aircraft apparently were not trained. Otherwise the conditions were excellent for night air attacks, as the bright snow contrasted the black-out.

The Finnish defences against the terror from the skies were still almost negligible. On February 9 Haaga reported that in 30 raids 1,276 bombs, mainly incendiary, had been dropped on the town; the morning raid was generally called the "alarm clock," with such regularity was it reported

after day, but only four women and one man had been killed so far. In other towns the death toll was considerably larger, e.g. in Rovaniemi, Mikkeli, Kuopio, Aho, Viipuri, Sastavala, Kouvola, to name but a few of those places which suffered most. Several of these towns were burning for days on end. But nowhere did the raiders cause panic. The A.R.V. work and the fire brigades were well organized, and the population kept exemplary discipline. Although the Russian air force greatly improved, the bombing of the Swedish town Pajala on February 21 showed that Soviet flyers had mistaken it for a Finnish town. By a coincidence the Swedish boat "Pajala" had been torpedoed by a German submarine only five days earlier.

The Finnish air force, for a long time practically non-existent, grew gradually,

and later in the month began to make itself felt, though still insufficiently. In the north three British "Gladiators" scored 21 Red bombers. Manned by Italians, Britons, Swedes and Finns, the Finnish fighters attacked whenever they found a chance; after 88 days of war more than 500 Russian aeroplanes had been brought down, and the Soviet army had lost almost a thousand of their best men.

For weeks gunfire raged against the sectors around Iijalundenvaari and Taipale, the two extreme points of the Finnish position on the Karelian Isthmus, while a heavy Russian barrage hammered away at the entire Mannerheim Line. Viipuri was bombarded by the Russian "Big Bertha" from Porkkari. Hundreds of aeroplanes, unloading their bombs,

Moraine  
to Viipuri

assisted in pounding the Mannerheim Line. Finland was attacked by 800,000 men, and almost half this army was relentlessly thrown against the fortified positions on the Isthmus.

As early as January Russian loudspeakers, shouting at the Finnish front line, boldly boasted that Stalin's soldiers would march into Viipuri on February 5. At the end of February they had reached Suomus, some miles south of Viipuri (see map on page 566). The badly damaged western wing of the Mannerheim Line was bent back; a twenty-mile stretch of strong positions was penetrated by the invaders.

In the centre, however, their gains were not half as great, and the eastern part (the Taipale sector) remained intact, in spite of 117 attacks which the Russians had launched against this part of the Isthmus since December, sometimes across the frozen Lake Ladoga. Early in the war the Finns spoke of Taipale as their "Verdun"; this title, however,



DEFENDER OF VIIPURI

One of the heroes of the great Finnish defence of Viipuri was General Qvist, commander of the Finnish troops in that sector. Here, General Qvist is seen at his headquarters.

Photo, Planet News





#### AFTER SOVIET PLANES HAD PASSED

In the afternoon of February 27, 1940 the Soviet Air Force made a violent bombing attack on Abo in the south-west of Finland. Several railway trucks laden with petrol were set on fire, and the photograph shows flames rising to the roof from the tank office of the Turku Petro-Compagny.

Photo, Associated Press

rightly passed in February in the small village of Santola on the western flank.

Four hundred thousand men, 100 aeroplanes, 1,400 tanks (amongst them some rolling fortresses of the 70-ton type), 2,000 guns (including 124-in. howitzers mounted on rail carriages

Flora and "Big Bertha"), all Withdraw these were hurled against the Finnish positions day in

and day out. After nearly three weeks the Finns had to give way, withdrawing partly to the main line of their defences and partly behind it. The Russians attacked with unabated ferocity. The Finns utilised underground shelters and thus could reliably report many hundred thousand shells were daily poured on their positions. Voroshilov did not count the cost, either in material or in human life. On the average two thousand Russians were killed in the battles every day, and the protracted offensive there meant an additional expenditure of about four million pounds a day to the Soviets. Obviously the intensity and stubbornness of this attack were not due simply to the desire for a triumphal celebration of the 22nd anniversary of the foundation of the

Red Army; rather the Russians knew very well that heavy snowfalls might impede their movements at any moment, and that in a few days the thaw would set in. Then in front of the Finnish defences would stretch mighty lakes which at present were bridged by solid ice.

After the snow Mannerheim's troops would have to cover only about a third of the previous line on the Isthmus, mostly narrow dikes between the lakes. The country would become even more impossible for mechanized units than during the winter. In addition there was the political situation—Germany urging Russia to give her the promised guarantee, and the fear that the Allies might intervene. There was also anxiety lest a protracted war against Finland might lead to further repercussions on Russia. In short, Stalin realized that time was marching on. The Red Army had to break the Mannerheim line regardless of cost while the ice still held.

Most of the brave defenders had to fight without respite, scarcely snatching one night's sleep in five. They had to endure increasing artillery fire and bombing from the air, to repulse the

Russian tank and infantry attacks, and to counter-attack—and then the vicious circle could begin all over again for them on the other side the Reds relaxed their own shock troops every twenty-four hours using every device of modern warfare. The Russians had learned the lesson for which they had paid. Not only had the quality of their troops improved, but their tactics had followed suit. Stubborn resistance was put up by all the out-of-Soviet divisions from north of Lake Ladoga to Salla, and changed methods of assault were adopted on the Isthmus. The offensive against Taipale on January 21 showed this tactical improvement for the first time, and the drive against Mannerheim starting in earnest on February 1, brought unmistakable confirmation. Finnish experts voiced the suspicion that German staff officers may have assisted the Russians.

Attackers employed smoke screens, artillery barrages and drumfire, tanks, and armoured sleighs: they arranged close cooperation between the tanks and the following infantry, and there were well co-ordinated attacks from the air, carried out by squadrons of bombers accompanied by fighting planes. This proved that the Finns were now up against an enemy far superior in man-power and equipment, who—with an adequate railway



#### BOMBING OF ROVANIEMI

The importance of Rovaniemi lay in its situation on the railway running from Kemi on the Gulf of Bothnia, to Kemijarvi, at the point where the line connects with the Arctic Highway northward to Petramis and Lulea. These photographs show: top left, the Pohjanvirta hotel, which was bombed; above, a wrecked ward in a hospital at Rovaniemi; left, shattered houses in the town; below, a bomb burning in the center of Rovaniemi.

Photo, Photo News





### THE AIR WAR IN FINLAND

Here are some aspects of the aerial war in Finland. Above, Finnish soldiers taking away the remains of destroyed Russian bombers; left, an old Fokker C V two-seater, pressed into service by the Finns; below, left, General Lundqvist, chief of the Finnish Air Force; below, right, a captured Russian bomber which was turned to good use against the invader.

Photos, Left, Central Press; Right, Apes.





and road system to the rear—could organize an unlimited series of attacks, the more so as the defenders, even at the end of the third month of the war, found themselves outgunned by the heavy Russian artillery, which had a far greater range. The Finns possessed very few heavy guns, and had to pay for this vital deficiency with loss of life, which they could ill afford.

On February 1 the Russian artillery barrage on the Isthmus rose to dramatic intensity between Jutjärnsfors and Somma in the early morning. Six hours later the tanks came over the top for the first time in weeks. Behind the tanks were the armoured sleighs, about ten feet long and eight feet high. There was a kind of "draw" very close to the ground, in which the crew of eight to ten picked men were concealed safe from infantry fire. On the sleigh was mounted a machine-gun which could fire in all directions. The purpose of this new weapon was to bring the shock troops up to the Finnish positions, saving them the advance on foot over the desolately stretch of No-man's-land. The really wit of the Finns was coined

Russian  
"Secret  
Weapon"

in a new "secret weapon" in front of them—armoured sleighs, about ten feet long and eight feet high. There was a kind of "draw" very close to the ground, in which the crew of eight to ten picked men were concealed safe from infantry fire. On the sleigh was mounted a machine-gun which could fire in all directions. The purpose of this new weapon was to bring the shock troops up to the Finnish positions, saving them the advance on foot over the desolately stretch of No-man's-land. The really wit of the Finns was coined

a joke about these armoured sleighs: "Deceit of the Russians, to bring their tanks colliding with them."

Behind the tanks followed battalion after battalion of infantry. The fire of the Russian heavy artillery was partly directed from captive balloons, and from aeroplanes; 130 bombing planes were in action to assist the attacking infantry. The Russians were beaten off, but they came again the following day, and this time the tanks were trailing the armoured sleighs behind them. Many parachutists were dropped behind the Finnish lines; most of these were shot in the air and others after landing, while some were taken prisoner. They were organized in patrols of seven or eight men, each group led by an officer, and carried either explosives for work of sabotage or special radio transmitters to send information to the Russian staff. Some parachute patrols wore Finnish uniforms. The Soviet troops attacked five times a day. On the fifth they lost 100 parachutists and 25 tanks, but their supplies seemed to be inexhaustible.

and the same day 150 tanks came into action.

One characteristic episode shows the bitterness of the struggle and the courage displayed on both sides. A heavy Soviet tank had penetrated as far as the first Finnish line and stopped on top of a concrete eminence. The tank crew fired against the defenders' second position, while the Finns in the trenches below continued their fire in the opposite direction against the advancing Red infantry. That went on for quite a while in a business-like way, until the tank commander thought better of it and withdrew, thus putting an end to a truly fantastic situation.

After ten days of unceasing attacks the Russians penetrated the advanced posts of the Mannerheim Line near Jutjärnsfors and captured several concrete emplacements. Viipuri was burning after many tank raids, but the Finns had repulsed the Red offensive along the entire Isthmus front and had held their main line. Five to six Soviet divisions attacked the Suoma

#### SWEDISH TEAM WITH FINNISH ARMY

During the course of the Russo-Finnish war many Swedish volunteers went to the help of the Finns. Here is one of them, Ake Aspögren, who enrolled with the Finnish army in the North. He took with him his team of pack dogs.

Photo, Central Press



on relays, and after February 10 night attacks carried out with glaring searchlights followed the assaults of the day.

A special correspondent of "The Daily Telegraph" reported as follows from the Summa sector on February 9:

"While the Russians are pouring ~~on~~ on a ten mile front, the Finns are concentrating new field batteries behind the permanent forward positions. The Russian onslaught, with waves after waves of men and masses of material, has now continued unabated for eight days. Inversely twenty-four hours the Soviet commanders believe the front line division, so that the Finns are constantly fighting a re-argued. . . . Summa, the little village that gives its name to the sector in which the Russians are concentrating their attack, is now nothing but a desolate ruin, because of the ~~continuous~~ bombardment."

Another correspondent writes:

"The battering of the Summa sector of the Mannerheim Line on the Karelian Isthmus continued without intermission to-day.

Today, the eleventh day of the Russian offensive there. According to the latest reports from neutral observers at the front the Finns appear to be holding their position. It is difficult to believe that the Russians can maintain their present line of the constant failure of infantry attacks, despite the throwing in of fresh troops. . . . The Russian Seventh Army which is carrying out the attack has made no tangible progress. This is in spite of the use of 150 guns on the narrow front and the concentration of most of its artillery and aerial strength, in addition to a colossal amount of mechanical units, calculated at nearly a thousand armoured fighting vehicles. The roar of the battle is continuous. The bombing of Viipuri, which is the centre of communication in this sector is repeated with steady brutality."

The Finns ~~opened~~ between three and four thousand shells fired on their positions on the Isthmus in one day. Again and again the finest Soviet troops were repulsed only after fierce hand-to-

hand fighting, in which the defenders ~~were~~ their "prika" knives. On February 11 Finnish headquarters reported:

"It was only in the area east of Summa that the enemy succeeded in capturing a few of our most advanced gun positions, but his advance was stopped in front of our gun positions further back."

Readers will note that the term used was "gun positions," which usually are situated some miles behind the actual front-line.

The Finns are a taciturn people, Mannerheim and his staff being no exception. It is the more significant that a Scandinavian correspondent could report:

"From Finnish headquarters we presently use the term of 'The Miracle of Summa,' and consider the battle on the Isthmus surpassing the most famous of the Great War. The fantastic performances of the Finnish soldiers in this sector during the last twelve days must be regarded as unbelievable human."

Onula, in the centre of the Isthmus, changed hands, but the Russians continued their attacks, ruthlessly and with outstanding heavy advancing over heaps of their dead comrades. Several thousand lay in front of Summa, one

Slaughter  
at Lake  
Muolaa

thousand on the ice of Lake Muolaa, and 2,500 dead were counted before Taipale. Soviet troops attacked the island fortress of Koivisto over the frozen waters of the Gulf of Finland and tried to outflank Taipale on the other wing by advancing over the ice of Lake Ladoga. But the position was getting very serious, as shown in a Finnish official communiqué, which said:

"We, for an hour outflanked an attacking the exposed point; an attack on the south continue we shall ~~continue~~ military help of all kinds—men, arms and ~~ammunition~~, above all ~~ammunition~~. We rely on the civilized nations of the ~~world~~ ~~to~~ in this situation."

Successful counter-attacks at Summa, Lake Muolaa, Piiroja and Taipale once more stemmed the tide. Thirteen to seventeen Russian planes were brought down daily, and on the average 2½ heavy tanks were put out of action. However, on the 16th, between Lake Muolaa and the Vuoksi east of Summa, the Russians had advanced some five miles from the positions they had held on February 2; 150 aeroplanes had co-operated in the attacks on the 16th.

The Finns had to withdraw in the Summa sector and to attempt to secure a respite by moving to new positions further back. Mannerheim issued one of his very few proclamations.

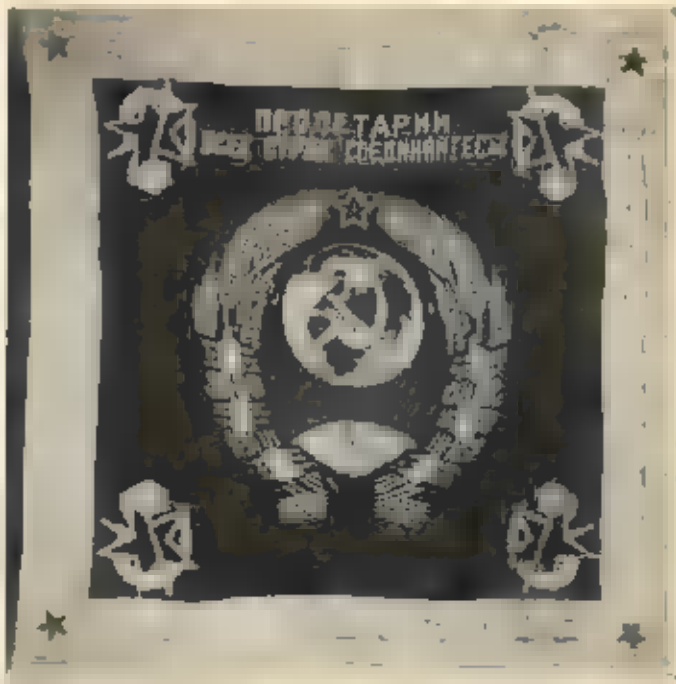
"To the troops on the Isthmus:  
Soldiers! The hour has come to stop the enemy's attack with strength and determination in front of our new positions to



RUSSIAN BOMBS ON A SWEDISH VILLAGE

Pielis, a Swedish village now five miles from the Finnish border, was hit by Soviet aircraft during the course of the Russo-Finnish war. The Russians stated that it had been bombed in error and agreed to pay Sweden an indemnity of 40,000 kr. Above a ~~Swedish~~ man and his wife ~~of~~ of the immediate cause of their death.

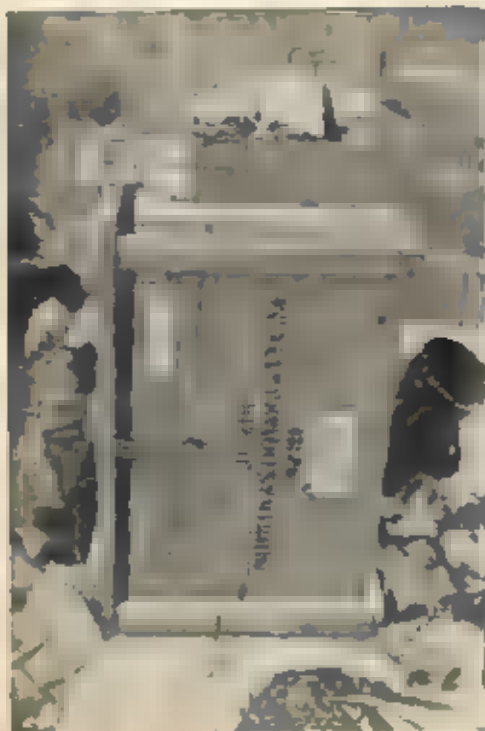
AP Wirephoto



#### CAPTURED RED STANDARD

After terrific fighting, in the middle of February, 1940, the Finnish troops north of Lake Ladoga completely annihilated the 18th Russian Division. The photographs above show the captured standard of that division, which was later exhibited at Helsinki. Made of red silk, with gold lettering and embroidery, the banner bears on one side (left) a large red star and the inscription: 'Central Executive Committee of the U.S.S.R.' and '18th Finnish Rifle Division.' On the other side are a globe and attributes of the Soviet Union, together with the inscription: 'Proletarians of all countries, unite.'

Photos. Associated Press



#### RED WAR STORES LEFT IN FINNISH HANDS

Above is an anti-aircraft gun abandoned at Lemminksa (see map on page 665) by the defeated 18th Russian Division. The story of this remarkable victory is told in pages 665-666. On the left is a case of Soviet hand grenades captured by Finns during the fighting at Jänneken.

Photos. Photo News, Central Press





### THE RUSSIAN DRIVE FOR VIIPURI

The contour map above shows the Russian drive to seize Viipuri. As one, withstanding numerical advantage, the Russians hurled their troops against the Finnish positions regardless of losses, and succeeded in breaking back the western wing of the Finnish defense, penetrating a twenty-mile stretch at the Mannerheim Line.

Map specially drawn for THE SECOND GREAT WAR by FINE GARDEN

which I have ordered you and which I am strengthening with new troops and artillery. . . . Our system is no longer alone in this struggle. Assistance from abroad has arrived on a considerable scale, and fresh troops are rallying to our columns.

Finnish soldiers! The situation offers every possibility of success. Finland's people stand united behind us, relying on our strength. May we remain firm and unshakable in our belief in our victory.

February 17, 1940.

"MANNERHEIM."

The Finnish air force raided the Leningrad-Moscow railway as well as Russian sea bases. With a "bag" of twenty-four enemy machines brought down the Finns voted a record for a single day. Men 44-46 years old were called up for front-line service. These events in Finland stirred Swedish public opinion, which the Prime Minister could not calm. King Gustav V himself had to call a Cabinet meeting and deliver an address (in fact, a speech for the Swedish masses) in which he tried to convince them that the unpopular policy of refusing direct military aid to the Finns was the only possible policy for Sweden.

The Finnish voluntary retreat did not result in the desired respite, mainly on account of the defenders' shortage of heavy guns. Undisturbed, the Russians could move their guns into forward

positions, assemble their shock troops, and recommence their attack. The bigger caliber and, above all, the superior range of the Soviet guns told decisively. The Russians took Summa, and two days later their offensive went on as intensively as before. They passed the Kivikko fortress, which nevertheless held out. To make sure that the defenders would not shift their exhausted troops, two Soviet divisions launched attacks against Taipale, Kämärä and still others. The Finns knew that the invaders could not celebrate the 22nd birthday of the Red Army in Viipuri. The day was the quietest for a long time. Two volunteer airmen each brought down a Russian airplane.

On the 25th the garrison of Kivikko dynamited the key points and unmovable guns of the fortress, and marched over the frozen Gulf of Finland towards the new Finnish lines. The retreat of the defenders, who had held on until they were left considerably in the rear of the enemy's positions, was one of the most thrilling chapters of this epic struggle. They left nothing behind except useless fortifications and a few destroyed guns. The Reds had occupied the islands of Revonsaari, Tiurasaari, and Pääsaari, and this, together with their advance on the mainland to Kivikko, had made the

fortress untenable. The men, with all the available material and horse-drawn guns, marched over the ice close to the shore held by the enemy. Suddenly the ice broke and the garrison found itself on a floe. They could do nothing but wait until the dawn would disclose them to the Russians. In the nick of time, before the morning came, the ice closed again and the columns could march.

On the mainland, too, the Finns in their retreat had left nothing behind that could be useful to the enemy. Carefully the infantry covered the withdrawal of every battery, and the defenders, commanded by General O. Oja, held the forests in front of the ruins of Viipuri, which in the course of three weeks' bombardment had suffered more than Madrid in as many years. The Russians stood at Kivikko, still five miles from their objective, Viipuri.

On February 27 the Finns brought down the 500th enemy plane. It was remarkable that throughout Europe people were talking of the "lie" war—meaning the Allies' struggle with Germany—and of the "sideshow" in the North, the grim intensity of the Russo-Finnish campaign hardly realized. But although both armies engaged in the North numbered not many more than a million men, in its deadly fierceness the war on land and in the air enormously outdid everything on the Western Front. For Helsinki the month concluded with a new record in air raid alarms—seven in one day.



#### FINNISH TRENCH MORTAR TEAM

The Finns sustained heavy losses in their repeated attempts to smash a way through the Mannerheim Line, and the Finns, fighting with stout determination, forced the Soviet Army to pay a heavy price for the little ground it won.

Above, Finnish soldiers in action with a trench mortar.

Photo, Wide World







#### FINNS' REPLY TO THE RED ARMY

Heavy fighting took place in the course of the Russo-Finnish war on the front north-east of Lake Ladoga, and the Finns successfully repelled all attacks by the Russians despite the numerical superiority of the Red forces. Above, a Finnish gun crew loading their weapons during the action. It was in this sector that the 18th Russian Division was first 'captured' and then destroyed, as related in pages 66-6-666

Photo, Topical

North-east of Lake Ladoga the Finns added striking triumphs to their long list of successes. In the Mannerheim Line the overwhelming Russian numerical superiority (based on a comparatively narrow front) could not be completely paralyse, the less so as the defenders were greatly handicapped in material—from guns to tanks, and from flame-throwers to aeroplanes and captive balloons. On the other fronts, however, the Finns never presented the enemy with a stationary target. Their "light cavalry" equivalent, the ski-troops, always managed to split large Russian armies into fragments, for which the Finns accounted by using every rise permitted by the terrain, the climate and their guerrilla cunning. They could not afford frontal attacks, since one (or at the most two) brigades had to handle armies composed of two or more Soviet divisions; but, nevertheless, Finnish tactics and courage managed to destroy quite a number of these without undue loss to themselves.

After the annihilation of the 18th Russian Division the commander of the Finnish troops north-east of Lake Ladoga, General Haggblad, put the matter in a nutshell: "We must work muscles and we must economise on manpower." That was the prescription written by five men and dispensed by experienced officers and soldiers.

In January the Russians had begun to send strong forces against the left flank of the Mannerheim Line, partly from Saloniemi, partly from Uusikaipi, not to mention the columns

trying to approach the rendezvous at Kiteleshö, via Ilomantsi, Kojohi, Suomijärvi and Antturi. Saloniemi was the objective of the enemy in this sector. In the dense forests Finnish ski-patrols harassed the invaders, who had at first made considerable progress, but were in due course split up and "deposited" in camps kept carefully apart and cut off from every connection with one another as well as from their command bases. The Russian air reconnaissance soon informed Soviet headquarters of the plight in which the advanced divisions had found themselves. Strong relief forces were dispatched. These in turn were engaged by Finnish ski-troops, isolated and attentively watched. The Finns invented the term "motti" for these segregated camps, in which very large as well as small Russian bodies entrenched themselves, fighting desperately against starvation, cold and exhaustion, worried by a bold and completely harassing enemy.

In January, 1940, the entire 18th Division was safely caged in several



#### WHERE FIERCE FIGHTING TOOK TOLL OF THE RED ARMIES

The map above shows the region in the bitter fighting north-east of Lake Ladoga. The Russian Drive from Uusikaipi and from Saloniemi stopped before they reached their common objective at Kiteleshö. The white circles indicate the points to which the Soviet forces penetrated; the black circles show where they were engaged, with heavy losses, in February, 1940.

"motti," and the first of these was considered sufficiently mature to be taken on February 5; that meant 500 dead for the invader. Two days later a special Soviet ski battalion was defeated, leaving 500 dead behind. At the same time the Red Army unsuccessfully attacked the islands in Lake Ladoga. Munamonen came to be called the "Finnish Alcazar." Although attacked from all sides, over the frozen Ladoga as well as from the mainland and the neighbouring islands, the garrison held out. The batteries from Munamonen continued to command the important Saloniemi-Pirkkämä road, thus making it impossible for any large body of troops to retreat that way.

On various occasions against Soviet motorized columns the Finns destroyed or captured in this sector over a hundred tanks and many other motor vehicles. All this time two divisions were being

carefully guarded in their "motti," the 18th mainly north of Kiteleshö and the 16th south-west of Ladoga.

On February 18 the 18th Division ceased to exist, a sad accompaniment to the Red Army's anniversary falling two days later. The striking victory at Kiteleshö was a great tonic to Helsinki and the entire Finnish nation, that had had to put up with the partial retreat on the Ladoga. Of this triumph a correspondent wrote:

"Finnish forces have annihilated the 18th Division, one of the five belonging to the 11th Army which tried to invade Finland from the hilly forest-area north-east of Lake Ladoga. Not only the original division, but large reinforcements were sent to rescue. The number killed and made prisoner is put at 28,000. The division . . . was stopped about ten miles south-west of Kiteleshö at Sytkylä and there isolated and broken up. That week-end . . . the Finns had scored a staggering success, reaching the very heart of the division and destroying the



#### WHITE-CLAD 'REDS' DEFEND THEIR POSITION

One of the very few available photographs of Soviet **troops** in **Finland**. Here, clad in white camouflage suits, a handful of Russian soldiers, cut off from **their** body, are defending themselves **against** hand grenades.

Photo, S. N. 1

divisional staff. Half the division was now disposed of and the total destruction was only a matter of time. What remained of it was split up into little groups round **every** hill and forest, **breastworks** on peaks of **hills**, which they surrounded with guns and tanks. For a time the Russians were fed **the** air but much of the best fell into the Finns' hands. 20 tanks, 20 guns, 1 tractor, 20 field kitchens, 35 cars and **many** **horses** fell into the Finns' hands.

An interesting detail was the captured standard of the 18th Infantry Division from Järpale, which on one side showed the globe and on the other a map of north-western Europe. In the spot where Järpale was situated the hammer and sickle are embroidered on the cloth, and from there they went **through** the Baltic and Sweden into northern Norway (see Illustration, page 459).

The Finns continued mopping up the last few "islands" and concentrated these efforts on the isolated 14th Division farther south, as well as against strong Russian forces farther east.

In the "white-line" sector the Russians had been strengthened by some 20,000 reserves near Kuhmo. A long Soviet artillery and air bombardment was answered by a Finnish counter-attack which resulted in 3,000 Russians being killed. Almost every day Russian flyers bombed the small town of Rovaniemi, **which** little

remained undamaged. Among many civilian casualties **two** children whom their mother pressed tightly to her body to shield them. Both children were killed by bomb splinters, whilst the mother remained unhurt.

Two ski patrols returned from long and unsuccessful marches behind the Russian lines which had taken them as far as the Murmansk railway and even to the White Sea. They destroyed Russian stores there and annihilated the detachments **guarding** the depots.

Near Kuhmo fighting was very **severe**. There the 54th Division was bottled up. In the usual "instalment" battles up to 1,500 Russians were killed. Some **times** the invaders attacked the Finnish positions at Markkila, but were repulsed; at **last** was a column trying to clear the way for the surrounded forces **near** Kuhmo by advancing southward from the Soviet frontier near Rautu, where the 4th Division had met **them** and in January. Many paratroopers dropped in the Rovaniemi tract were hunted down by Finnish patrols partly with the help of dogs. It was found that some women were serving in the Russian ski battalions. Their equipment was exactly the same as that of their male comrades, and so apparently were their duties.

A special feature of this front was the dropping of **bombs** from the **air**. Before the Russians near Kuhmo attacked, attempting to force their way out of the Finnish stronghold, the Finns observed lively air activity. A few bombs **were** dropped, but far bigger was the number of paratroopers released from 186 Soviet planes. Several hundred of them floated down, carrying machine-guns and machine-pistols, skis and ammunition. About fifty such "paratroops" were wrongly delivered, coming down behind the Finnish lines, and at least as many landed in Norwegian land, where the Finns promptly collected them by means of their expert skiers, who **then** and again beat the Russians in the **mountains**.

In the second half of February a strong Russian ski-detachment tried to reach the 54th Division, but was itself engaged eight miles north of Kuhmo, at Hailu, the junction of the three roads leading **to** Kuhmo, Lulea and Narvik; 1,800 Russians were left dead on the battlefield. A foreign correspondent, who visited the scene **of** this unique battle, described how a special skiing brigade of three battalions and a reconnaissance unit **were** sent to wipe **out** the Finnish patrols. They were experts on their feet, judging from the equipment they carried. The battle with them lasted two days; the Finns and Russians fought the clock round without **rest**. After the battle had begun the Russians abandoned their skis and took up a defensive position on **the** hills. The Finns, attacking from the sides, advanced **slowly**, cleaning up as they went. Eighteen hundred Russians **were** left dead. Only a few

Battle  
Fought on  
Skis



#### FINNISH COMMANDER

Woldemar Haggblom commands **the** Finnish forces operating in the northwest **of** Lake Ladoga.

Photo, S. N. 1



escaped through the woods back to ~~Sweden~~. The colonel commanding the brigade was killed, two of his battalion commanders died with him, and a third was ~~Swedish~~ prisoner.

The fifth Division, after four weeks' fighting, had entrenched itself over an ~~area of fifteen miles~~. Late in February these troops received food and ammunition from the air. But at Suominen the Soviet troops attempted a breakthrough, but were stopped without any major engagement developing.

In the last days of the month the Foreign Volunteer Brigade, consisting mainly of Swedes and a few hundred Norwegians, had been moved up to the front, relieving tired Finnish troops. The volunteers repulsed a Russian attack and pursued the enemy for a mile, when they received orders to return to their original positions. The Foreign Brigade and the entire sector was under the command of the Swedish General Lindel, who had been Mannerheim's right-hand man in the Finnish War of Liberation in 1918. With Lindel were many Swedish officers, among them Lt.-Col. Ehrensvärd and Lt.-Col. Byrason, Olympic champion in the Modern Pentathlon, 1920, and a lecturer at the Swedish Staff College. Ehrensvärd, too, had fought with the Finns in 1918.

On the so-called Petsamo front the Finns knew that the enemy had planned a major offensive. Soviet engineers had built a field railway from Litsalmari,

#### On the Arctic Highway

outer part of Petsamo, to the front. They were using railway tractors and materials manufactured by a German firm. The rails, constructed for easy assembly, were laid straight on the Arctic Highway. The tractors were driven by a single ~~engine~~ engine. After an intense bombardment from the air the Soviet troops attacked on January 31 and forced the defenders to leave their positions near Mykkyjärvi, but the next day the Finns counter-attacked, forcing back the Reds.

Up to the end of the month only skirmishes took place in this sector. A Finnish patrol of ten held a Russian force twenty times stronger until reinforcements came up, and most of the Reds were captured. On the 25th the long expected offensive materialized for the first time in the Arctic proper. Here Russian leaders had to face Finnish fighters, and as the numerous "dog-fights" which developed several Soviet planes were brought ~~down~~ down. Outnumbered, outgunned and without hope of any reinforcements from the south, where every available man was needed on the Isthmus, the Finnish



#### SWEDEN'S AID TO FINLAND

Above, members of a Swedish Ambulance Corps are seen on their arrival in Finland. Right, leaders of the Swedish Corps in Finland. On the left is Colonel Ehrensvärd, one of Sweden's finest military strategists. On the right is General Ernst Lindel, Commander-in-Chief of the Swedish Volunteers.

Photos, Central Press. (Associated Press)

infantry had to retreat. The defenders took up new positions east of Nauti, about ten miles south of Mykkyjärvi. The Arctic Highway almost as far as the village of Naari was in Russian hands. Fourteen Russian divisions were employed on the Isthmus, and seventeen on the front from Lake Ladoga to Petsamo.

At the end of the third month of warfare it was becoming evident that the quantity and skill of the Finns would not alone be able to prevail against the overwhelming, concentrated might of a neighbor with a population fifty times that of Finland. Strategically, the Russians gains were not in themselves calamitous. Twenty-five days of continuous Red Army attacks, supported by all the resources in man-power, planes and mechanical equipment of a nation numbering 150,000,000, had denied the Mannerheim Line to a depth of from 15 to 20 miles, and had resulted in a renewed advance from the desolate Petsamo area. But the Finnish army was still intact. They had annihilated the Soviet 34th Division in the forest north-east of Lake Ladoga and had trapped two further Red Army divisions at Kallio and Kitala respectively.

Exhaustion, arising from continuous long periods without relief in the front



line, from lack of heavy guns and numerical inferiority both in men and in planes, was beginning to make itself felt as the thinning ranks of the Finnish defenders. Foreign aircraft were arriving in increasing numbers, and foreign volunteers were coming in, though not in sufficient numbers to replace the highly trained Finnish front-line soldiers. There were signs, too, that the exceptionally severe winter would delay the advent of a powerful natural ally—the spring thaw. But, back-pedaled though they were, there was ~~no~~ talk of surrender among the Finnish soldiers.

Great hopes were entertained by the Finnish High Command of official Swedish (and possibly Allied) military help in the very near future. That this expectation was also shared by the Soviet was shown by the Russian complete disregard of armistices, in a desperate effort to force Finland's defenses before it should be too late.

# EPIC RESCUE OF THE 'ALTMARK' PRISONERS IN JOESSING FJORD

*Merchant Seamen in the German Prison Ship—"Altmark" Turns Up in Norwegian Waters—How the R.A.F. Spotted the Quarry—"Altmark" Seeks Refuge in Joessing Fjord—The Norwegian Gunboats—British Destroyers Enter the Fjord—Boarding the Enemy—"The Navy's Here" Come Up the of It!"—How the Prisoners had Fared—An Admirably Conducted Operation*

**F**OR some weeks before the German battleship "Admiral Graf Spee" came to her inglorious end in December, 1939, she had been preying with success on British shipping, chiefly in the South Atlantic. As one after the other, about seven merchant vessels fell victim to her and were sunk, officers and crew were made prisoner and transferred to the parent vessel or to an auxiliary supply ship which was accompanying the "Graf Spee" and was later to become notorious in naval history as the German prison ship "Altmark."

When Captain Langsdorff of the "Graf Spee" sought refuge in the neutral harbours of Montevideo, he observed the rules of international law and immediately released his prisoners, the captains, chief officers and chief engineers of the vessels which he had sunk. But in the auxiliary there were nearly 300 other British prisoners captured by the "Graf Spee," and these repeat officers on their release in Montevideo immediately informed the British Consulate of this fact and furnished a complete description of the "Altmark." Captain Langsdorff scuttled his ship on December 17, 1939, and it was not until the following

February 15, 1940, that the British Admiralty became aware of the presence of the "Altmark" in Norwegian waters. In the intervening period she had been completely lost sight of, and all that could be surmised was that she was endeavouring to reach home.

On the evening of Thursday February 15, the leader of a formation of three aircraft of the R.A.F. Coastal Command was warned that on the following day he would be ordered on long range patrol across the North Sea. Next morning he was given explicit instructions to search for the "Altmark," a large vessel of the tanker type, which when last seen was painted black with yellow or white upper works. A distinguishing feature, he was told, was that her large single funnel was aft.

The three aircraft set out flying through mist into a beautiful day, with gorgeous sunshine and visibility of more than forty miles. "Flying well outside territorial waters," said the pilot leader, "I examined every mile with binoculars. Then fifteen miles ahead I saw a smudge of smoke. A minute later a ship with black hull and cream upper works was steaming directly towards us. My heart sank when I recognized from

her lines that she could not be our quarry. But fifteen seconds later I spotted something else, a ~~large~~ ship with funnel aft. We flew up to her at 1,000 feet and inspected her through glasses at a mile range. Then we turned in on top of her for a close inspection."

The three aircraft dived, the eyes of their pilots riveted on the stars, searching for a name, and they found it there in letters about a foot high, "ALTMARK."

The formation leader described how he "whooped for joy," how he caught sight of his men with thumbs up—two thumbs up, superlative sign of success—and how for a few moments he and his companions "went wild," sweeping across the "Altmark's" decks at hundred height. Only one man appeared to be on deck, there was no other sign of life, and not a shot was fired from the "Altmark's" hidden guns. But the German captain knew that he was spotted and that he might soon expect unpleasant consequences.

They came rapidly enough. "Certain of his Majesty's ships," said the Admiralty communiqué, "which were conveniently disposed, were not in error," and very shortly afterwards the "Altmark" was intercepted and further identified by H.M.S. "Intercept" (Commander R. H. Gordon). These British ships, a destroyer flotilla under the command of Captain P. G. Vinn

R.A.F. Spots the Prison Ship

## 'ALTMARK' STANDS BY VICTIM OF 'GRAF SPEE'

Among the ships sunk by the 'Graf Spee,' for which the 'Altmark' acted as supply ship, was the British vessel 'Huntroan.' Below, the 'Altmark' (left) is seen standing by the 'Huntroan' shortly before the latter was sunk.

Photo: Alliance News





**THEY SPOTTED THE 'ALTMARK'**  
These R.A.F. pilots contributed largely to the release of the 'Altmark' captives by spotting the vessel when an anti-aircraft patrol was in the area. (Photo: P.N.S.)

But the first two statements were a complete falsification of the known facts. For months the British Admiralty had been aware that about 300 British sailors were imprisoned on the board of the "Altmark." Also that she carried armament, if only of a light defensive type.

Accordingly, Captain Vian, acting under strict Admiralty orders, entered the fjord again after dark, with full authority to disregard any provocation on the part of the Norwegians and rescue the British prisoners at all cost. From the "Cossack" he went on board the Norwegian boat "Kjell," and asked that the "Altmark" should be taken to Bergen with a joint Anglo-Norwegian guard and under a joint escort, in order that the matter should be settled according to international law. The Norwegian captain repeated his assurance that the "Altmark" had been twice searched and no British prisoners found. Captain

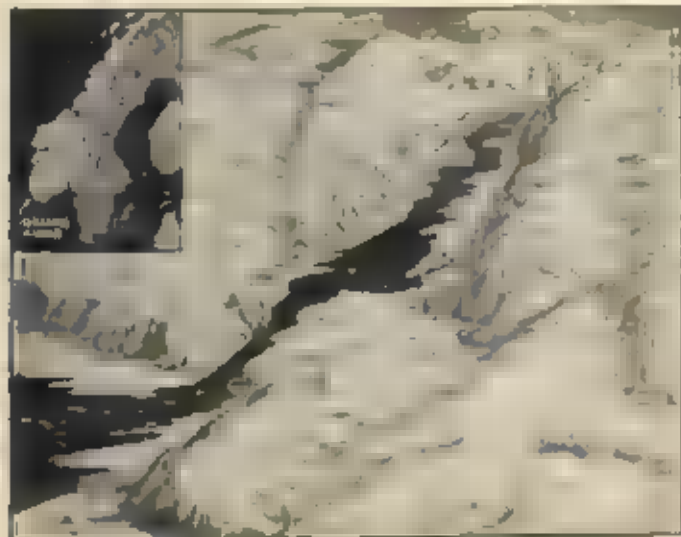
Vian then made it clear that he was going to board the ship and invited the Norwegian officer to join him. This he at first consented to do, but later decided not to join the boarding party and went back to his ship.

The German commander, realizing the turn events were taking, made an attempt to damage the British destroyer. His ship, revealed by the "Cossack's" searchlight, was at the time at the end of the fjord, but, by working his engines and ignoring an order to stop, he managed to break free from the encirclement and tried to ram the "Cossack" while the latter was coming alongside. His attempt was a failure, and only resulted in the ship going aground by the stern.

The "Cossack," by a dexterous piece of handling, was grappled to the "Altmark," and then followed a fight more reminiscent of the tales of old naval writers than of those of modern

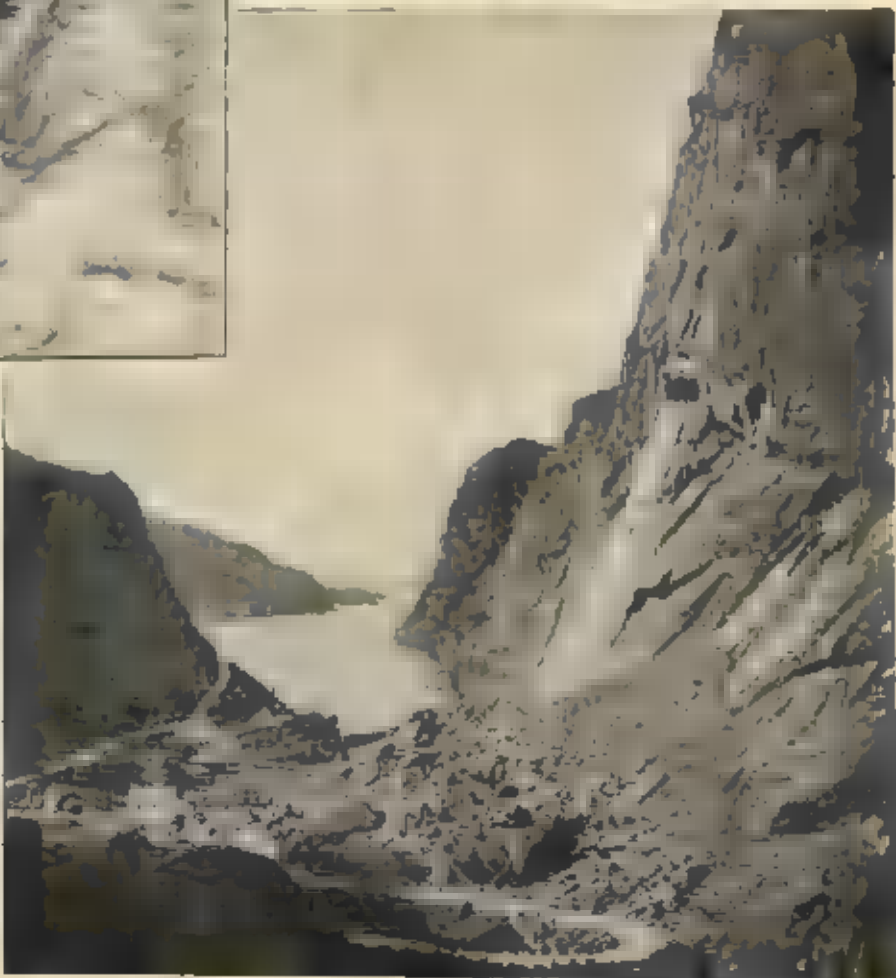
#### HERE 'ALTMARK' AND 'COSSACK' MET

This is a view of Jostedal Fjord, the Norwegian waterway in which the "Altmark" sought refuge. In the foreground is the village of Jostedal. Marginal shell at a high order was needed to push an enemy into the narrow reaches of the fjord, for the entrance is only about 200 yards wide. The distance from A to B in the inset map at Jostedal Fjord shown left is about 2 1/2 miles. (Photo: P.N.S.) Map drawn by P.N.S. Division



of H.M.S. "Cossack," did not immediately molest her; but later explicit orders were given by the Admiralty that neutral waters should be entered. The "Altmark" searched and British prisoners rescued.

During the afternoon the German ship was seen to take refuge in the Jostedal fjord, a small inlet which has a dead end and an entrance not more than 200 yards wide. Into this refuge the "Altmark" was being escorted by two Norwegian gunboats. Captain Vian then followed in the "Cossack" and received from the Norwegian commander assurances that the "Altmark" was unarmed, that she had been searched in Bergen the day before, that nothing was known of any British prisoners on board, and that she had received permission to use Norwegian territorial waters. On this the British destroyer withdrew.







### 'COSSACK' AND HER COMMANDER

The photograph above shows H.M.S. **'COSSACK'** at sea, the destroyer which rescued the British seaman from the German ship 'Albatross' at sea during patrol duty with a sister ship. On the right is Captain P. L. Vian, R.N. commanding the 'Cossack,' who received the **'COSSACK'** for his determination and resource in this action.

Photo, Central Press, London

and warfare. Lieut. Cmdr. Turner, in charge of a boarding party of two officers and thirty men, took a flying leap from the 'Albatross' deck, hoisted up a petty officer behind him, and made the two ships fast; the boarders followed. The lumber made his way to the bridge; the German captain was thrust away from the engine-room telegraph, at which he was still giving orders in an attempt

to drive the British destroyer on to the rocks. A **'COSSACK'** was in charge of the after party rounding up the crew when a shot from the darkness severely wounded him. No shooting by the British took place until after this shot fired by a German.

Then the search began for the British prisoners. They were found in their hundreds, huddled down, looked in shell rooms, store rooms and even in an empty oil tank. The story goes that as the lights were opened the prisoners heard a British challenge: "Any Englishmen there?" There was a great shout of "Yes" from the darkness, and then they heard the victorious shout: "Well, the Navy's here! Come up out of it!"

The Navy was there to some purpose. The captain, officers and crew of the 'Albatross' were placed under guard, but some of the German guard put on board by the 'First Spar' escaped over the stern and made their way across the ice to an icehouse near the shore from which they started to fire with rifles. The British returned the fire hitting one or two of them, and a German fell or jumped overboard and was rescued by two British officers who plunged into the icy sea. This man, however, died on the voyage home and was buried at sea wrapped in a Nazi flag which had been taken from the 'Albatross' by a prisoner.

As for the 200 British prisoners, they "came up out of it," as Naval Eye



Witness said, "like men in a dream. And then they saw the familiar British uniforms and faces grinning at them under shrapnel helmets, and they knew it was over. They mustered on the fore-castle under their officers, cheering wildly."

Members of the boarding party as well as the liberated prisoners had stirring stories to tell of the thrilling half-hour during which the encounter lasted. One of the crew of the 'Cossack' thus described the actual boarding: "As we started for the 'Albatross' suddenly lurched forward on our slippers swung the ship sideways, and the great tanker scraped the full length of the 'Cossack.' There was about one foot in difference between our fore-castle head and the 'Albatross's' quarter-deck, but the distance was about eight feet."

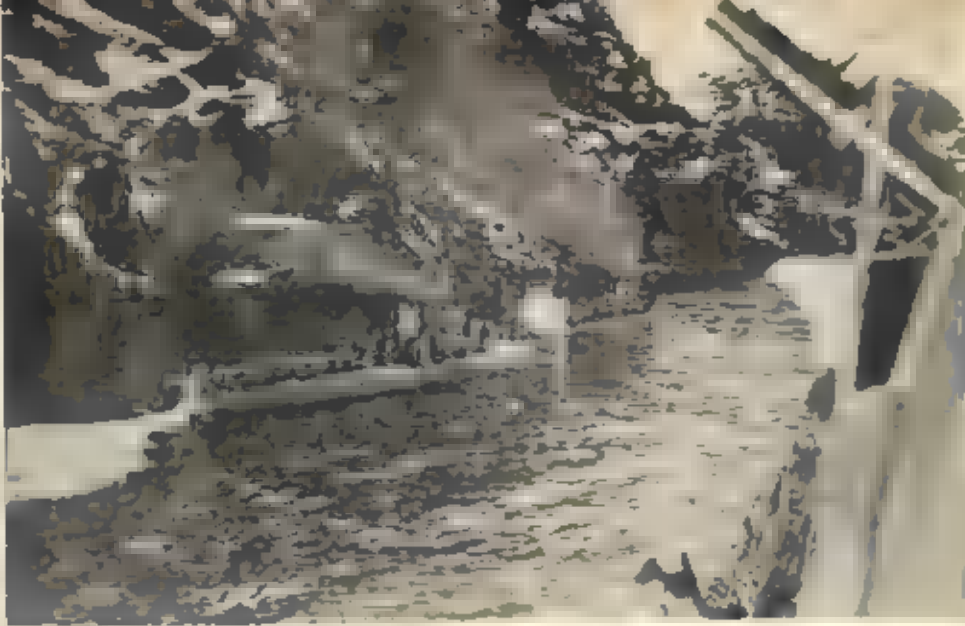
Our searchlights were trained on the ice. With a tremendous spring well over one foot in length, the officer in charge of the boarding party, Jimmy the



### DECORATED FOR DARING

Lieut.-Commander B. H. Turner, who was in charge of the party which first boarded the 'Albatross.' His daring, leadership and gallantry in command earned him the D.S.O.

Photo, C. P. P.



### THE FIRST ENTRY INTO JOESSING FJORD

After being spotted by British planes and intercepted by H.M.S. 'Intrepid,' the 'Altmark' sought safety in the shelter of Joessing Fjord. Instructed by the Admiralty, a British destroyer force then entered neutral waters to search the German vessel. The photograph in this page shows top the Norwegian gunboats which remained passive during the incident; center, a British destroyer alongside the 'Altmark' in the 'lead'; bottom, the 'Altmark' photographed from a British destroyer. After dark the 'Cossack' re-entered the fjord and rescued the British prisoners on the German ship, as related in this chapter.

*Photos, courtesy of the*





One' (First Lieutenant), leaped aboard the 'Altmark'. Officers followed. I jumped, but missed, and was lucky to be able to scramble back on the 'Cossack' without being ground to paste."

Describing the fight which followed in the ghastly glare of the searchlight, the sailor said that a German officer on the poop of the "Altmark" fired his revolver on the handful of boarders who then opened fire, fired bayonets and charged. Some Germans tossed their arms in surrender and were pushed on to the forecabin. Then an officer shouted, "Cease fire!" and the ship was in the hands of the British.

As the miles died down the prisoners were joining the decks, and laughed and cheered as they were hoisted down gangways into the 'Cossack'. Their emotions can well be imagined. Many of them had been aboard the 'Altmark' since the early days of October, and for months had had no sight of land. Even when their rescuers had scrambled aboard and shooting was taking place, some of them thought that it was only the ship breaking up.

#### THE 'ALTMARK' SURROUNDED THE FIGHT

Above is the 'Altmark' surrounded in Jomsung Fjord after the fight which led to the liberation of the British prisoners aboard her. Her escape is at half-mast in token of respect to members of her crew who were killed. Below she is seen ahead shortly afterwards.

Photo: The Daily News

From a spy hole which they had succeeded in disguising from the Germans they had been able to judge something of the ship's movements, and they knew that they had reached the Norwegian coast. They knew also of the presence of the Norwegian gunboats off Bergen which made such a perfunctory examination of the "Altmark." They tried to attract the attention of their crews by shouting, screaming and said, "like madmen." They hammered, broke crockery, blew the S.S. on whistles, and tried to signal with a shirt tied to a foremast. But no answer came, for the Germans started the winches going to draw the boats, turned the hose on the prisoners to bring them to order, and threatened to shoot them if they did not stop. Their disappointment was bitter when they saw the Norwegian boats shore off, for they then had little else that rescue was at hand.

All these liberated men bore witness to the hardships of their captivity. In crowded quarters below decks they had lived for months on starvation rations of a diet mainly of black bread and thin soup. Their living conditions were disgustingly unsanitary. They were allowed on deck only for very short





periods, and the slightest insubordination was punished by the removal of the privilege for days on end.

Some recounted instances of kindness on the part of members of the German crew, but these were always heavily punished by the officers if they were discovered. The doctor particularly seemed to have been a humane officer of the last type, and his popularity with the prisoners was well known. It was a characteristic German punishment that the doctor's daily round should be cancelled, as was done after the first cruise to Bergen.

One of the prisoners, Mr. C. W. Taylor, third engineer of the "Tennant," who was in the "U-boat" and "Albatross," drew a vivid picture of the German commander, Captain Dan, Captain Dan, the typical Nazi described how, a few days on the battleship, they were taken aboard the

"Albatross" and paraded on the deck with armed guards around them and men on the bridge. "There stood Captain Dan," said Mr. Taylor, "the typical Nazi. He looked just like the picture of old Admiral Speer." He addressed them, and among other things said:

"You men do not seem to realize that Germany is at war with England. This is a war made by England because she wants to keep the Germans as slaves. England made this war. She will not stop."

"We have no colonies," he said. "No one will be kept as prisoners. Which we have colonies we will use you first. I am prepared to use force, but do not make it necessary for me to do this."

Others described how Captain Dan varied in his moods, sometimes smiling at them and sometimes going off into a towering rage, shouting abuse, telling them of the brutality of the British in the concentration camps and the sufferings of the Germans in Silesia. Captain Dan was an old Reserve officer who had the reputation of having run the British blockade three times in the Great War. "He may have been a nasty lot of work" said one of his prisoners, "but he was a damned good navigator." He had indeed achieved a fine feat in bringing his hunted ship safely from the South Atlantic to the Norwegian coast. That he would have got her home had it not been for the intervention of the "Cossack" at this last stage there can be no doubt.

In the darkness of that February night, her task accomplished and the rescued men happily aboard, the valiant destroyer steamed through the outlet of the Jostedal fjord, unopposed and unmolested by the Norwegian gunboats. This in itself was a fine piece of naviga-

## Notice for prisoners.

On account of to-day's behaviour of the prisoners they will get bread and water only to-morrow instead of the regular meals.

Further I have given order that neither the prisoners nor the doctor will have their regular rounds after this. Any severe case of sickness can be reported on occasion of landing from the food.

At sea, February 15<sup>th</sup>, 1940.

Commander.



## WHERE BRITONS LIVED IN THE PRISON SHIP

In their crowded quarters aboard the "Albatross" prisoners spent months in starvation conditions. The notice at the top of this page, signed by the German commander, Captain Dan, is an indication of the severity with which they were treated. Above are the prisoners' quarters in the German ship. Carrels were hung up to separate living from sleeping quarters.

Accumulated Prison Reports

now, for the passage, it was said, could only be taken by "small ships with local knowledge," and the navigating officer of the "Cossack" had never seen the place before. The flotilla leader then set her triumphant course for home, crossing the North Sea without incident except that occasionally the accompanying aircraft reported the presence of mines, when one or more of the destroyers would race ahead and sink these engines of destruction. On the evening of the next day, February 17, all the 209 liberated men were landed safely at the port of Lath.

This ended what the Prime Minister, speaking under cover from the House as have soldiers been heard at West minister, justly called an "admirable conducted operation"; but the incident was not allowed to pass without instant and stirring repercussions. Norway, in the person of the Foreign Minister,

Prof. Kolt, and the President of the Storting, Dr. Hammar, protested most violently against what they termed the grossest violation of their neutrality. Germany was to be expected, having been educated of her last hope of reclaiming the failure of the "U-boat" by exhibiting her prisoners, screamed with indignation at this unheard of violation of international law, this illegal attack on an unarmed German merchantman sheltering in neutral waters.

It was a revelation of Nazi mentality that a nation which, since the outbreak of war, had broken in the most brutal manner almost every principle of international law, should suddenly rage against an alleged breach of that code.

But this dash into neutral waters to rescue 209 British prisoners did, for a time, seem as if it was to provide cause for grievous argument between Great Britain and Norway, with less interested

continued taking sides. Though the matter soon quietened down, there was no doubt that the case of the "Altmark" and the "Comand" will be one long argued by international jurists.

In the case of Norway's protest that her waters had been flagrantly violated, Mr. Chamberlain took the following stand. It was clearly proved, he said, that the Norwegian authorities had made no proper examination of the "Altmark" at all, and he expressed surprise that they had no suspicion of there being British prisoners aboard, as the fact had been widely reported in the world press weeks before. He could not see the conclusion that the Norwegian authorities had shown complete indifference as to the use which might be made of their territorial waters by the German fleet. He added more strongly.

According to the views expressed by President Keld, the Norwegian Government was in violation of the law of Nations when it refused to permit the entry of the "Altmark" into its waters for the purpose of releasing British prisoners taken from merchant ships.

Such a doctrine is in violation of the law of Nations. It would in fact mean that the Norwegian Government would be obliged to allow the entry of the "Altmark" into its waters and to permit the release of British prisoners taken from merchant ships.

Much of the argument turned on the status of the "Altmark." Was she an unarmed merchant ship, as the Germans claimed? Clearly not, as she appeared in German official papers as an auxiliary



#### 'ALTMARK' PRISONERS COME HOME

H.M. Scourer, a British ship, arrived at Lorient on the evening of February 27, 1940, with the British prisoners taken from merchant ships sunk by the "Altmark" who had been captives for months on the German ship. Another British ship, the "Comand," was also present.

Photo 11-25-41

She was armed and carried an armed German crew. As a vessel of war she had the right to pass through territorial waters and to refuse examination. She did not touch the port of Bergen. It was said that she did, in which case the Norwegians should have removed

the prisoners (of whom they must have been aware, for entry into a port is tantamount to bringing prisoners to land, in which case they would naturally have been treated by a neutral power).

But supposing that there was no call on Bergen—and it appears that in the normal course of entering the port there was not—was Germany to be entitled to claim the shelter of an exceptional case? Many of the ships of the German fleet were in neutral waters to transport prisoners whom she would never have been allowed to bring over land.

Whatever the rights of the case in the strictly juridical sense, it was notable that, after the outbreak of Norwegian indignation, world opinion (with the exception of Germany and Russia) practically found complete justification in Great Britain's action. The common judgment of responsible statesmen in the United States deemed it to be completely vindicated. In the other Scandinavian countries, at first inclined to echo the Norwegian protest, opinion quickly swung to the British point of view. Within a week bitterness in Norway itself subsided, and though the matter to arbitration remained open, it was generally held that the matter could be settled by an exchange of Notes between the two countries.

British  
Action  
Vindicated



#### BURIAL OF 'ALTMARK' SAILORS

This photograph shows the funeral of the German sailors killed during the fight which ensued when the "Altmark" was boarded. The body of a sailor is being carried by a party of men in the foreground. Captain Dan, commander of the "Altmark," is seen at the far right.

Photo 11-25-41

## AMERICA'S PRECARIOUS NEUTRALITY: POLITICAL AND DIPLOMATIC CROSS-CURRENTS

*Allied Purchasing Commission in the U.S.A.—Anti-war Feeling in the Middle West—The Safety Zone Around the Americas—Whittling Down the Finnish Loan—Shadow at the Coming Presidential Elections—Roosevelt Attacks the 'Philosophy of Force'—Summer Welles' European Visit*

**T**HE new Neutrality Act, signed by the President on November 4, 1939, which repealed the American arms embargo left the Allied prospects of victory immensely more favorable (as described in Chapter 24), but ~~was~~ as a long view of the war. It became increasingly probable that long-range policy would count for more than immediate results, not merely because as long the war seemed to have settled into a temporary stalemate on the approach of winter, but also because of complications involved in using America's arsenal to the full. Indeed, the next few months after the repeal of the embargo showed that it was possible to over-estimate the efficiency of American "hardware" and the capacity of existing American armament factories.

The American legal bar on credits had little to do with ~~any~~ delay in deliveries, as both British and French currency resources appeared for the time being more than sufficient ~~to~~ cope with any orders likely to be carried out. To take the case of aeroplanes, it became evident by the end of 1939 that American deliveries were behind schedule, and that orders given by France and Britain long before the ~~war~~ started were still in course of execution. Nevertheless, both the Allies (but especially France) had received useful reinforcements in the form of American aircraft by January, 1940, even though these machines amounted to but a small fraction of the total provided for by the new contracts made ~~in~~ the autumn.

A ~~major~~ of the pressure upon the United States industrial resources was ~~the~~ policy urged upon the Allied

Purchasing Commission in January, 1944. American production of engines for aeroplanes on order was beginning to lag so far behind that the Commission was advised to spend about £15,000,000 on extra plant for the manufacture of engines and spare parts. (Official revelations made as the "Wall Street Journal" in January suggested that the Commission was preparing a huge programme of aircraft purchases including between 1,000 and 8,000 bombers such as the twin-engined Douglas

Bankhead, and Martin lost bombers, at a cost of anything from \$200,000,000 to \$250,000,000. But there was little prospect of the U.S. aircraft industry approaching its maximum expansion for another year, despite "expert" American estimates of plane deliveries amounting to over 5,000 by the end of 1940. It was announced, however, at the end of January, 1940, that British vessels of a total tonnage of 45,000 had crossed the Atlantic solely under escort with convoys of American aircraft.

While American industries that could devote themselves to war work were getting gradually busier during the autumn and winter, other business enterprises in the States were smothered under a crisis of dismay: all those anti-war and anti-Ally elements in the States which had fought tooth and nail against the repeal of the arms embargo swelled the chorus of surprised indignation. They apparently had only just realized that if the Allies were going to place



## BUYING FOR BRITAIN

On the outbreak of war a British Commission was set up to ~~control~~ purchases of war supplies in the U.S.A. Above is Arthur H. Purvis, of Montreal, who was appointed Director-General of the Commission.

huge unarmament orders without credit, much of the cash required to pay for them "on the rail" would be found by restricting unessential purchases. A good example of this policy was the British Government's restriction on the purchase of Virginia tobacco. Huge sums could be saved during the war—tensuing currency for other purchases in America—by drawing on the vast stocks of Virginia tobacco in bond in England, and also by increasing Britain's purchases of Empire and Turkish tobacco—a form of economic strategy which Britain had always been slow to exploit in peacetime.

But there was practically no hostility to Britain in the Southern States, where feeling in favour of intervention on the feeling in the case of the *Allice* in the Middle West strongest, although these States were the real sufferers from the falling off in tobacco exports. The bitterest feeling was voiced in the Middle West, where industrial and political interests were more strongly opposed to the Roosevelt Administration. This was one of the indications that much of the dismay and anger over American trade losses had irrelevant political sources. Of the display of irritation with the *Allice* (especially with Britain) there could be no doubt, for it steadily increased, apparently gaining motive power from a transfer of the national conflict between movement and policy. Britain was merely a scapegoat. The irritation found other pretexts in the Allied Central Bank Control, and even in the British conduct of the naval war.

The alleged murder of American  
fraternalists at the end of 1924 is well  
illustrated by the consequences in  
America of the defeat by British command  
of the German battleship "Graf Spee"  
off the River Plate in December. This  
was still being hailed with delight by most  
sections of the American public when  
the Administration, together with the  
Governments of the other American  
Republics, on December 23 sent a  
formal complaint to the Governments of  
Britain, France and Germany that the  
naval action had contravened the Pan-  
American principle of the 300-mile





### CONTRABAND CONTROL IN MID-OCEAN

It is certain however, in America indignation was expressed at the examination of U.S. vessels by the Allied Contraband Control, since the object is intercepting goods destined for Germany. Hence the U.S. freighter "West Carver" stopped for examination by a British destroyer. The formalities were, however, carried out expeditiously and the whole procedure of examination was executed in such a manner as to cause as little delay as possible.

REUTERS, Copenhagen

safety zone. This principle had been asserted in October by the American Republics (led by the United States) at the Panama Congress. The 21 Republics declared that they claimed the "indisputable right" to insist on no belligerent action occurring inside a belt 200 miles wide all round American coasts. At the time of the "Orai Spee" action the British Government was preparing a reply to the Panama Congress claim. When, on December 21, the Pan American complaint about the River Plate battle was made His Majesty's Government considered this and replied to it particularly as well as the general argument.

The British reply, presented on January 15, 1918, by the Minister in Panama to the Panama Government was friendly in tone but very firm in its rejection of the "safety zone" principle on any basis of international law. The British Government's case was unanswerable. It declared that it could not ignore belligerent rights within the so-called "safety belt" without being outbid that German warships and supply vessels could not use the zone, which would otherwise become a vast sanctuary for them. If the Allies were asked not to capture German ships in this area, then such ships should be interned throughout the war under Pan-American control, and anyhow, said the reply, "the legitimate interests of His Majesty's ships are in no way imperiled, but must rather contribute to,

the security of the Western continent." The American Administration, through Mr. Contell Hall, had at once protest to make in January. The same day interference with United States mails and further, against forcing American ships into British control.

ports, in which case the United States Government would hold Great Britain responsible for "losses and injuries." The searching of mails in Germany suspected of containing currency or tools had been proved necessary as part of the British Contraband Control and the abuse of the air mail from the U.S.A. in the same way resulted in similar protests when the British authorities at London examined the mails of an American as they.

While these superficially dangerous developments in Anglo-American relations were occurring the United States was being roused to indignation in quite a different direction by the Russian attack upon Finland. The general attitude towards Russia, even after the Russo-German partition of Poland had been largely disapproved. The view that Stalin's Government was bent upon a deliberate policy aimed ultimately against Germany was widely held, but when in November the independence and the very existence of Finland were seen to be menaced by Russia, there was widespread sympathy among the American public at the apparent inability of their country's foreign policy. Finland alone of the European countries, had paid its war debt instalments punctually, and—still more to the point—American capital had largely built up Finnish industries. And the fact that the American Government could so clearly do apparently was to provide a loan

"Pottle"  
Foreign  
Policy



### AMERICAN AMBULANCE AT THE FRONT

American volunteers from the very beginning of the war did much to help the work of the Red Cross organizations, and French or American ambulances were constantly sent to the front. Here the war zone on the Western front.

REUTERS, London Press



**WE COULD NOT AFFORD TO TAKE**

Many protests were made in the American Congress at the sending of U.S. mails by British carriers, but this had to be done to avoid the possibility of vital information falling through to Germany by this route. Last, an airmail letter returned to the sender, right. Airmail mail for Germany shortly before being transferred to a transfer and taken to Gibraltar for transportation. Below, a packet of photographs opened by the censor of Gibraltar. Photo: International Telegraph Press. Amsterdam (Dutch) Photo: World

the amount of which was \$100 million, while giving Finland a moratorium. The moratorium was an empty gesture, since Finland obviously could not buy the war materials she needed to save herself from extinction, let alone pay further instalments of her old debt, which anyhow amounted to only \$10,000,000 a year.

Moreover, America's neutrality regulations began to apply abroad, since the Administration had to refuse to send any war materials to Finland. Finland could neither pay cash nor borrow money. It was not until January 4 that an official assurance was made by Senator Patman, Chairman of the American Senate Foreign Relations Committee that America would be authorized. It was still expected that loans totalling about \$25,000,000 would be provided for in the bill to be introduced at the new Session of Congress. Meanwhile, Sweden was officially refusing intercession, though sending volunteers to Finland, and Great Britain was supplying Sweden with arms and munitions which officially were only for her own use.

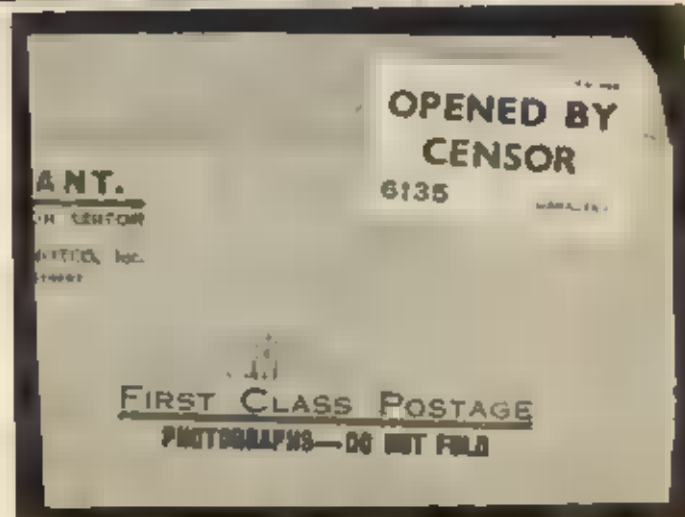
America's political futility in the face of this new situation was underlined when the expected \$25,000,000 loan was whittled down to \$5,000,000, and made

on condition that no war materials were bought with it. The ruthless bombing of Finnish towns by the Soviet air force was brought home to the ordinary American citizen by newspaper news items and by such incidents as the bombing of the U.S. Minister's house just outside Helsinki, a few days after he had moved to another place. In fact, there was widespread indignation and confusion of purpose in the States at this time that might be compared with the feeling of the British public at the time of the Munich conference in September, 1938.

This picture of the United States would be incomplete without noting the relations between it and Soviet Russia, after the latter's sudden invasion of Finland. A big part—indeed the chief part—of the isolationist viewpoint opposed to the Roosevelt Administration was in the Republican Party, and the Republicans by the beginning of December, 1939, were clamouring for a rejection of diplomatic relations with Soviet Russia. The Administration, which had hitherto been blasted by isolationists

on any action it took in Europe that seemed like "taking sides" was now blamed by many of the same opposers for retreating from action. The Republican elements involved in this argument were those of the old Harding-Coolidge Hoover school who had declined to recognize the Soviet Government. Being unable to make any other useful gesture, ex-President Hoover became chairman of a committee for relief for Finland, and this committee during the next few months became the channel for a considerable amount of American rescue money and for various to a little country virtually betrayed and defenceless to larger interests and to considerations of world politics.

In spite of all these cross-currents of feeling and opinion in America, it would have been a big error to assume that the United States was less pro-Ally than it had been in September and October, 1939. What had hardened







leading of American youth in the war of Europe. But as I remember nobody has asked them to surrender, for nobody expects such an undertaking. The overwhelming majority of my fellow citizens demand attention in the slightest, their hope for cooperation that the United States not become involved in military participation in the war.

"I can understand the misanthropy of those who over-simplify the situation by repeating that all we have to do is to follow our own business and keep Europe from war. But there is a real difference between keeping from war and preventing this war to none of our business. We have not to go to war with other nations, but at least we can strive with other nations to encourage the kind of peace that will lighten the troubles of the world, and try to doing help our own nation as well."

Declaring that "it becomes clearer and clearer that the future world will be a shabby and dangerous place to live in—yes, even for Americans who live in—it is ruled by force in the hands of a few," the President came on the most significant part of an important speech when he insisted that the world looked to the United States to continue to be "a potent and active factor in seeking the re-establishment of world peace", and the general lines of American policy were clearly indicated by succeeding passages, such as the following:

"We must look ahead and see the effect on our own future if all the armed nations of the world leave their independence isolated from them or become mere appendages to relatively vast and powerful military systems. We must look ahead and see the kind of lives our children would have to lead if a large part of the rest of the world were forbidden to send and have the tools but only rules for their own and all nations' set if they were deprived of the truth that makes

men free. We must look ahead and see the kind of our future generations if we leave the world by any nation or group of nations which sets up control military force."

"Of course, the peoples of these nations have the right to choose their own form of government, but we of this nation still believe that such choice should be predicated on certain freedom—freedom which we think is essential everywhere. We know that no government can be very good at human affairs unless its Government recognizes certain freedoms. These are American Republics, the will of 250,000,000 people to preserve peace and freedom in their own sphere, in displaying humanity to the rest of the world, and to the rest of the world that what is being done here is to be done in other countries. We and all the nations are coming to the conclusion that we can obtain our respective freedoms without at the same time threatening the national existence of our neighbors."

"For many years after the World War, we have today blind ourselves to the fact to most complex, including our own, involved in a destructive process of trade restrictions which, through the process of commerce among nations, indeed the policy was one of the contributing causes of the existing war."

The President said that their present trade agreements method provided a temporary flexibility for mutually profitable trade with other countries, and should be extended as part of the foundations of any stable and enduring peace. He then stressed the main point he had been leading up to, the international responsibility of the U.S.A.

"When the time comes the United States must use its influence to open up trade channels of the world for all nations in order that no one nation need feel compelled in later days to seek by force of arms what it can well gain by peaceful endeavor—and so, for that purpose, too, we need the Trade Agreements Act step-wise today than when it was passed."

"I emphasize the leadership which this nation can take when it has shown for a general of world peace. Such an influence would be greatly increased if this Government continued to play in the manner of trade agreements. The first President of the United States warned us against admitting foreign alliances. The present President of the United States subscribes to and follows that precept. And I hope that most of you will agree that trade cooperation with the rest of the world does not create that precedent in any way."

The President's frank avowal of American concern for the future in European affairs—which had been mainly implicit hitherto, the ostensible American policy being much nearer to that of isolationism—was much more significant by the way it was cheered at short intervals by Congress. In retrospect also the speech seems to have prefigured the step that the President took on February 9, by announcing that he was dispatching Mr. Sumner Welles, the Under-Secretary of State, to Europe to gather information about conditions in Italy, Germany, France, and Great Britain. Mr. Corbell

#### AMERICAN BOMBER FOR BRITAIN

The Allies placed large orders for aircraft with the U.S.A., and, below, a bombing plane is being armed by boys over the American border into Canada on eventual delivery to Great Britain. Because of the provisions of the American neutrality laws, aircraft could not be sent into a belligerent country, and so the transfer of delivery was employed.

APRIL 1918. From



Hall, the Secretary of State, stated that Mr. Welles would travel in the Italian liner "Rex," accompanied by Mr. Myron Taylor, the President's Special Ambassador to the Vatican. The letter's contents were anticipated in the President's remarkable letter to Pop-Pius XII, on December 23, 1939, which contained the following passages:

In these perilous moments no spiritual leader or civil leader can move forward on a positive plan to fraternalize destruction and trouble among. Yet the time for that will surely come. It is, therefore, my thought that, though no given action at given time may now be prophesied, it is well that we encourage a closer association between those in every part of the world—those in religion and those in government—who have a common purpose. I am, therefore, suggesting to your Holiness that it would give me great satisfaction to send to you my personal representative in order that our parallel understandings for peace and the alleviation of suffering may be assisted."

As for the purpose and attitude of the American Under-Secretary's tour, no official information was forthcoming, but on the day following the announcement the President addressed the American Youth Congress, which had adopted a resolution that described the Finnish situation as having no moral factor and no being merely an excuse to break down American neutrality. The President referred to this as "unadulterated

twaddle," and attacked the Soviet dictatorship openly and the Nazi dictatorship by clear inference as enemies of democratic freedom.

But he said nothing to suggest that the Administration wished to make, or become the medium for, any peace proposals in Europe, and on the previous day Mr. Cordell Hull had emphasized that the conversations of the American envoys in Europe were to be preliminary inquiries about international economic questions and the possibilities of a world-wide reduction of armaments.

Non-committal was every official American statement of Mr. Sumner Welles' visit to Europe, it soon assumed an air of purpose, and even of haste. Travelling straight to Rome after disembarking at Naples, Mr. Welles at once received Count Ciano in his hotel (on February 25). The conversation caused a change of plan, for Mr. Welles had a briefest talk next day with the Duce, giving him a message from President Roosevelt, and left for Berlin on the 27th. He had intended to stay a few days in Rome. While on his way to Berlin via Switzerland, Mr. Welles could ponder the latest frantic speech (on February 24) by Hitler, who was putting out propaganda before

receiving the American emissary. The speech concentrated on the claim of moderation, Germany demanding only control over central Europe and the return of former colonies. This evidently was to forestall the British case. But Mr. Chamberlain on the same day made the fullest statement up to date of the British Government's war aims, which he said included the independence of Greece and Poland. In this uncompromising atmosphere Mr. Welles talked with Ribbentrop on March 1, and the next day patiently listened to Hitler, who was said to have delivered his usual harangue to the speaker. On March 3, leaving no time in Germany, Mr. Welles departed for Paris, meeting Goering, Himmler and other Nazi leaders. He made no comment upon his visit to Germany.

In Paris Mr. Welles talked with the Polish Government leaders (March 9). Reaching London next day, he was received by the King on the 11th, and had interviews with Mr. Chamberlain and the Foreign Secretary. He returned to Paris on the 14th, for a talk with M. Daladier, and left for Rome the same day. In Rome Mr. Welles had conversations with the King, with Mussolini and with Count Ciano. (Next day the Duce left for his working with Hitler at the Brenner Pass.) There followed further talks with Count Ciano, and on March 20 Mr. Sumner Welles sailed for New York.

Sumner Welles' Visit

#### U.S. LORRIES BOUGHT BY THE

Swedish Government were ordered by the U.S. State Department. This photograph shows part of an order for 8,000 trucks lined up at the port in Stapleton, Staten Island, awaiting shipment to Europe.

AP Wire Photo





### MR. WELLES INVESTIGATES

The visit of Mr. Sumner Welles, U.S. Under-Secretary of State to Europe at the beginning of 1939 gave rise to considerable world comment. He was, however, at great pains to emphasize that his journey was to be regarded as "a fact-finding tour" only and had no political significance whatsoever. Mr. Sumner Welles visited Italy, Germany, France, and Great Britain, and is seen here with Count Ciano (top left); with von Ribbentrop (top right); talking to Ambassador Lehman (above); at an interview with General Sikorski (above right); and (right) shaking hands with Lord Halifax.

Photographs by Associated Press and London Evening Standard Press, London.





## 'KEEN-EYED AND SWIFT-WINGED KNIGHTS OF THE AIR'

On January 9, 1940, a Royal Air Force Command came into being. It includes all units of the R.A.F. in France. Five days later, when Air Marshal A. S. Barratt took over his duties as C-in-C, he issued the Special Order of the Day reproduced below. We also reprint a further report by the Air Minister on the work of the R.A.F.

AIR MARSHAL A. S. BARRATT, AIR HYPERIC COMMANDER-IN-CHIEF BRITISH AIR FORCE, IN A SPECIAL ORDER OF THE DAY, JANUARY 14, 1940:

**T**oday the British Air Force in France are united under one command. The one thing that inspires us, one and all, is to do our utmost in helping to win this war. This fleet, steadily and unflinchingly maintained, will overcome all difficulties, great or small, of whatever nature, wherever they arise.

In the months to come let us keep this ideal before us and, with our friends and allies of the British Air Force who have done so much to bring us to this point, we will fly "wing-tip to wing-tip," doing our share with the Allied Armies in the field to bring this war to a speedy and decisive conclusion.

KINSMANLY WOOD, AIR MINISTERS, IN A SPEECH AT BRISTOL, FEBRUARY 10, 1940:

**W**hat of the Royal Air Force? At the supreme hour of danger in the last great war, King George V sent an historic message to all ranks of the Royal Air Force. He recalled how our aircraft had ever been in the forefront of the battle, and referred to their pilots as the keen-eyed and swift-winged knights of the air who had given the world a new type of daring and courageous heroism.

The men of the Royal Air Force today are the worthy successors of those men. Now, as then, amongst their ranks are the finest spirits in the world. Many of the Royal Air Force have already given a great and gallant account of themselves in combat with the Germans.

Those who have not yet engaged in battle act in what can only be described as a state of "expected anticipation"—always on their toes and desperately keen to take their full part for liberty and freedom.

As regards results in actual combat, it is not surprising—at any time, to wit—that that part of our Air Force which has been engaged in pitched battles with the enemy has shot down many more enemy aircraft than we have lost.

Between the Thames and north-east Scotland our constant ships in large numbers move up and down on their peaceful business each day. The German planes invade the coast continuously in numbers and numbers of aircraft on them. We are not discriminating between British or neutral shipping. We obviously prefer those vessels which cannot defend themselves.

We can mark the depths of intensity to which the German air force has fallen when its planes are employed to bombard and bomb helpless fishermen, and to continue to attack the men struggling for their lives in the icy seas.

### Naval 'Tip and Run' Tactics

**I**t is noteworthy that the German High Command seek to combine these attacks, and authorize attacks on lightships and the sinking of the men who man them, and whose sole purpose and lives are dedicated to the greater safety of all those who sail the seas.

Our greatest admiration is for our brave and courageous fishermen and the men who man the lightships. They may be surprised that the Royal Navy and the Royal Air Force will not rest until these evil things cease to be and the fishermen attacks are utterly defeated.

This toll our enemies take is often much heavier than official reports can adequately record. Many of the enemy machines and crews have damaged, or lost later, many such destroyers.

The entire world containing the waters of German aircraft which reach our shores, and the bodies of German ships washed up on the coast, bear their own witness. They despite the German "tip and run" tactics, however, continually re-affirm that they are generally appreciated.

The work of the Coastal Command, in its daily sweeps to the farthest limits of the North Sea, and its close and hourly co-operation with the Royal Navy in the work of convoy escort and anti-submarine patrol, deserves all praise. During the Arctic weather of January most of the Coastal Command flew close on a million miles.

I think we can confidently say that Europe's recent great weather has shown that our air personnel are really weather-proof. The first half of January provided the most severe flying weather ever known. Yet throughout the latter spell not a single day's halt was called in the vital work of the Coastal Command.

The ~~Coastal~~ hunt for U-boats and for mines went on. Our records show that during all this trying period submarines were sighted and bombed, many aircraft shot down or driven off, others were destroyed, convoys escorted and "torpedo ships" accompanied safely to port.

The Empire in this war, as in the last, has much to boast of the finest airman in the world. In recent months of gallantry and skill the pilots and airmen from our Commonwealth and Colonies have made a remarkable contribution.

I often think that the great Empire air-training scheme which is now under way is an outstanding feature of the war. It is one of the greatest efforts and one of the biggest contributions ever made of Empire power and unity.

It will provide the Air Force of the Empire with tens of thousands of ~~new~~ and fine young men as pilots and crews, living proof of their devotion and loyalty to the cause of liberty and freedom.

### Canada's Vast Production of Aircraft

**I**t will also enable us to use for training purposes large areas entirely free from the restrictions imposed in this country by operational requirements, and in a climate which will enable the most intensive flying training to be put in than is possible here.

I am also glad to be able to say that not only are we employing on a considerable scale Canadian aircraft firms in the production of different types of aircraft for the Royal Air Force, but the group organization which we established as a result of the invitation to Canada in 1939 has now been widely extended and integrated with further orders in the value of roughly £5,000,000 for covering the production of aircraft of the latest type.

Our night-fighters have acquired themselves professionally, and we believe them to be the best machines of their kind in the world. We cannot and must not rest on what has been achieved. We must go on every day—as we are doing—perfecting present types and introducing others with even higher speed, longer range and better armament.

I would like to thank the great army who are so tremendously engaged in aircraft production. They have worked hard and successfully. In the year they have doubled the numerical output of aircraft.

That doubling, I must say, meant not a twofold but a multiplied-increase of strength because the new types which are now passing out of the factories show a great advance in fighting qualities and performance over the types which were in production a year ago.

In the field of our aircraft production the numbers already employed today are higher than in the peak of production in the last war. But we shall need great numbers during the next twelve months. Our aircraft production is planned on a vastly increased scale.

**W**e are a nation slow at first, perhaps to move. But throughout our history our resistance and determination have been undiminished but strengthened by the difficulties and dangers we have had to overcome. It will be the same in this great struggle. Let us therefore go forward with determination, endurance and confidence until victory is won.



#### THE END OF A GERMAN BOMBER

The German Heinkel 119K bomber above is one which crashed in the early part of 1940 on the North-East Coast after it had been damaged by the fire of R.A.F. fighters. Note the gunner's cockpit beneath the fuselage. Below, a member of the R.A.F. is securing the propeller with wirenet.

(Continued from page 10)





# BRITISH SHIPPING IS CONVOYED BY AIR AND WATER

One factor which made for the success of the convoy system was the excellent work done by the flying boats of the Coastal Command, R.A.F., in their task of watching over British shipping. Above, a Short-Sunderland flying boat of this Command is seen flying around a merchant vessel during a patrol.

*Photo: P.N.A. taken by personnel of the R.A.F.*





# **'HURRICANES' ABOVE THE CLOUDS**

This striking photograph of British fighter aircraft above the clouds on the Western Front gives a good idea of the way they look like to be attacked by British 'Hurricanes'. The fighters are seen pulling away after making contact. The 'Hurricane' proved its worth in many a combat against the German 'Messerschmitts'.

British Official Photograph Crown Copyright



# MERCHANT SHIPPING CONVOYED BY FRENCH WARSHIPS

The convoy system fully proved its worth during the Second Great War and the arrival of Allied and neutral shipping lanes when sailing in a convoy was tantamount to being escorted with the losses of unescorted vessels. Many perils, especially in the Atlantic, were then the result of an accompanying freighter's encounter with a U-boat.

# THE WAR IN THE AIR: ITS DEVELOPMENT IN JANUARY AND FEBRUARY, 1940

*Long-range Flights over Germany—Widespread Attacks on British Shipping—Anti-submarine Work—American Aircraft for the Allies—First German Machine Brought Down on English Soil—Britain's Air Policy: 'No Backwardly Attacks on Civilians'—The 'Altmark' Affair—The Air Fighting Over Finland*

**A** significant development of the air war occurred during January and February, 1940, but there was no general flare-up. January opened with a large number of North Sea raids by German aircraft; these all adopted the forward-run tactics, and a notable feature was the use made of clouds by the German aircraft crews. The raiders would appear suddenly, often from a cloud bank, deliver their attack as rapidly as possible, and again seek cover in the clouds. On January 1 enemy aircraft were reported in a joint Admiralty and Air Ministry communication to be over the Shetlands. They dropped two bombs, but there were no hits and no casualties. It was believed that one German aeroplane had been brought down. A more interesting action was fought between three British aircraft and two twin-engined Heinkel 111 bombers about 150 miles off the coast of Scotland. This running fight lasted for half an hour, when one of the Heinkels was sent down in flames. One member of the crew bailed out with his parachute to escape the flames, but on hitting the sea he disappeared.

Another point to be noted was the continued activity in the Heligoland and Frisian Islands region. British bombing aeroplanes were frequently patrolling this region and

**Security Patrols** there were large numbers of combats. The security patrols "designed to check

the activities of mine-laying seaplanes were continued on an extended scale. The method adopted by the British crews was always the same—that of flying around near the region to be watched, and coming down and bombing any light that appeared on the surface of the water. The British aircraft were not permitted by the war policy of the Allies to bomb land targets at this period. The scheme was designed to prevent flare-jackets being set out, and thereby to hamper the German seaplanes in their attempts to take off from the water.

On the Western Front reconnaissance flights were continued by French and British machines, and there were occasional reconnaissance flights by German machines.

Coastal Command aircraft were continuously busy in sweeping the sea, watching for enemy vessels, and guarding up convoys. On many occasions they saved shipwrecked mariners by directing other ships to take up small boats.

Messerschmitt 110 fighters were met on many occasions by British machines, and it became clear that these new twin-engined fighters were reaching the squadrons in rapidly increasing numbers. The Messerschmitt 110 is capable of a maximum speed of about 370 miles an hour. It is heavily armed having two cannon firing forward in the line of flight, mounted in the nose of the fuselage; two machine-guns, also firing

forward in the line of flight, probably mounted in the wings; and two machine-guns for rear defence.

On January 13 long-range reconnaissance flights were made by the Royal Air Force over Austria, Bohemia and North-west Germany. All the British machines returned safely, some of them after having been in the air for nine hours. Caution was dropped and it may be mentioned here that an improvement had been made in the layout and working of the leaflets. The earlier leaflets had been adversely criticized on account of their unattractive German and their unattractive appearance. The newer leaflets had illustrations and were written in a more lively manner.

On January 15 a Nazi aeroplane bombed and machine-gunned a trawler off the East Coast until the vessel sank and all the crew were lost. It was on this day also that reports from Amsterdam stated that documents found on a German prison who had made a forced landing in Invader Belgium indicated that Portugal a German attack might be launched against Belgium and Holland on the following Wednesday night. This report had extensive repercussions, but no action was taken by Germany in the form suggested.

On January 23 there were rumours that anti-aircraft guns had been in action in the Thames Estuary. These rumours led to others which stated that German aircraft had flown over London. The Air Ministry, however, rejected all the rumours by a definite statement that there had been no action by anti-aircraft guns in the Thames Estuary. Next day there were more reports about what the German Air Force was expected to do when it came into full action against Britain. The Berlin correspondent of an Amsterdam paper stated that in the summer the German people expected an outbreak series of lightning attacks by air and sea on English and Scottish ports, strategic points and armament factories. On the day following January 27 Lord Riverdale, head of the British Air Mission to Canada, described the Empire Air Training Scheme as the biggest



## BOMBED BUT STILL AFOAT

The Invader, a Latvian vessel of 1,000 tons, was attacked by a German bomber in the North Sea. It was hit by ten bombs and went ashore. Refloated later, it reached an East Coast port with sixteen survivors. Some of the damage is seen above.

Photo, Kaylone



undertaking ever carried out in the Empire. It would result, he said, in thousands of young men pouring into Canada for final training in the latest fighting machines and homages.

On the 27th also Mr. Winston Churchill made a statement on the much debated subject of whether we ought to have bombed Germany instead of dropping leaflets. He said that his view was quite clear that our policy in going leaflets and not bombs was right.

The most widespread attacks yet attempted on British shipping in the North Sea took place on the 29th of the month. The attacks were attributed over a range

**Homing of the**  
**'Tautouito'**  
of 100 miles, extending from the mouth of the Tay in the north to Kent. They occurred between 11 o'clock in the morning and noon and there were air-raid warnings sounded in North-east coastal districts. Many steamer crews stated that they had been attacked with machine-guns and machine-guns. Two lightships were attacked. 'The Latvian steamer' 'Tautouito' was said in one of these reports to have been hit by ten bombs, with the result that several of the crew were killed. On January 31 an enemy aircraft was shot down by the R.A.F. Fighter Command off the East Coast shortly before 1 p.m. A second enemy aircraft, a Heinkel, escaped into the clouds off the Scottish coast after being intercepted by a Royal Air Force fighter.

#### ROYAL AIR FORCE TO RESCUE

Towards the end of February, 1940, the merchantman 'Sea Venture' was attacked by a German submarine. The crew took to the boats while the U-boat continued to run on the ship, but when a British seaplane spotted the enemy craft, the U-boat was forced to leave. It afterwards dropped a float in this region.



#### LIGHTSHIPS THAT NEED NO CREW

Over 100 of the new type of lightships are being built on the East Coast, and many of them will be in service by the end of the year. Each lightship will have a crew of two men, and will be able to burn for two months without refueling.

(Photo: Central Press)

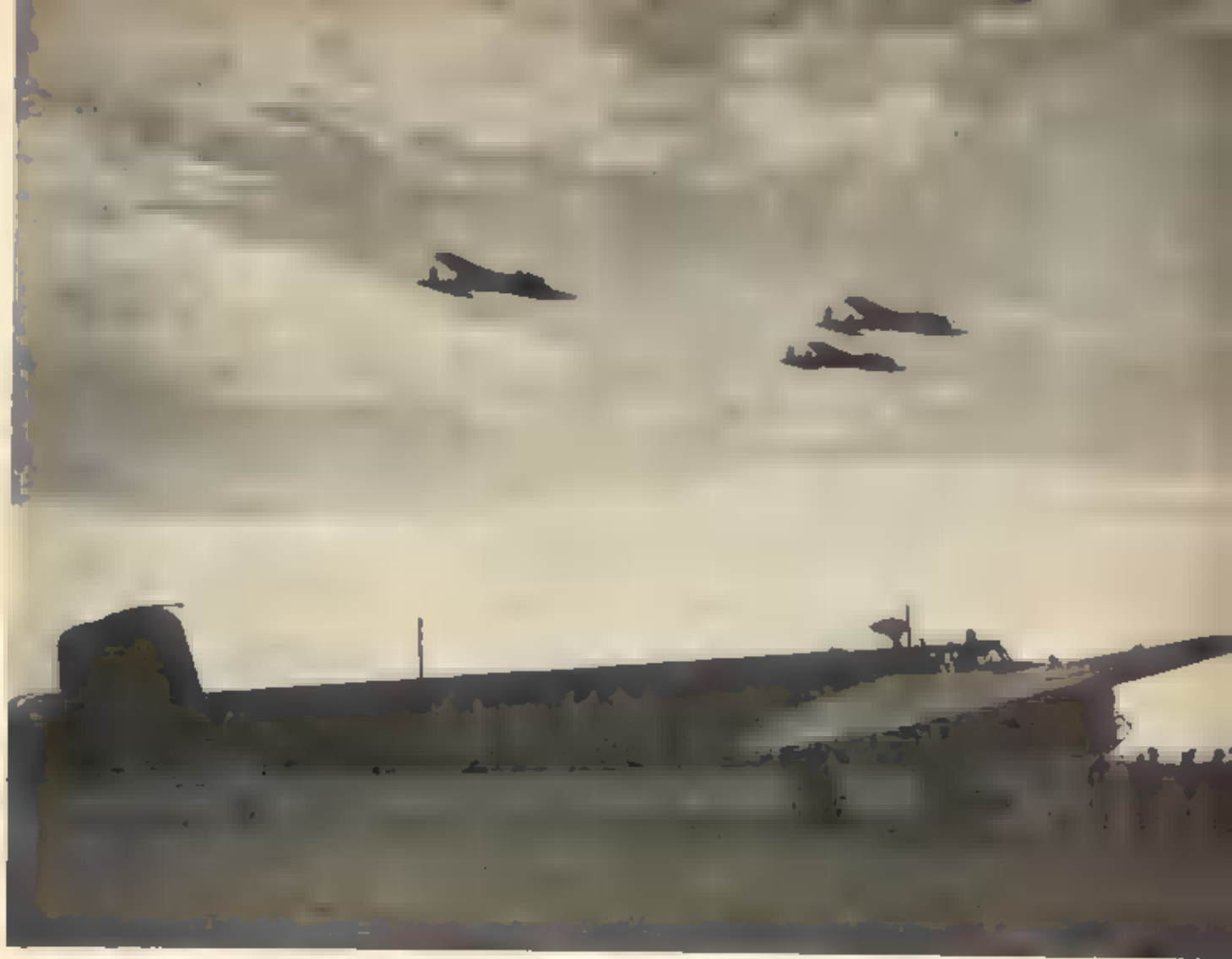
Merchant vessels and a lightship were attacked by German aircraft, some of the vessels being in convoy. But it is noteworthy that when merchant vessels were attacked the first time the naval forces usually succeeded in driving off the enemy. The vessels were obtained from the crew of the Grimsby trawler 'Regulato', which returned to port on this day. She

had been attacked while fishing in the North Sea by two German bombers, and during the course of the attack the skipper and mate were killed by machine-gun fire from the enemy aircraft.

Reports came in suggesting that the Germans had begun to use four-engined aircraft for their campaign against British and neutral shipping. It had been known before that the German Dornier was available to the German Air Force, but it had been thought that this machine was not in production and that it was unlikely to be put into production.

The German war against shipping was not entirely a matter of aircraft. Submarines also were employed. Again the defence responsibility rested with the Royal Air Force, and a great many attacks were made by British aircraft upon German submarines. Thus on the last day of January a U-boat sank a British ship which was in convoy. The crew of the merchantman were rescued by an Italian vessel, and immediately after a hunt for the U-boat was begun, with the usual dropping of depth charges. Later in the day a flying boat of the Coastal Command found a submarine on the surface and it appeared that the depth charges had damaged the U-boat so that it was unable to submerge. At any rate, the flying boat approached it and bombed it. The heavy bomb fell on the starboard side. Men were seen on the





### ON A NIGHT FLIGHT TO GERMANY

The striking photograph above is illustrative in part of the everyday work of the ~~German~~ bomber ~~stations~~. Setting out into ~~the~~ dusk, a flight of heavy bombers has just taken off for a night reconnaissance flight over ~~some~~ territory. Some machines were in the air for more than at a ~~time~~ during these long-range flights.

*Photo, Central Press*

deck of the submarine, which opened fire with its anti-aircraft guns, the British aeroplane retreating with its machine-guns. Low cloud and mist now obscured the U-boat, and the British aircraft returned to its base, informing the warships of the position where its attack had taken place. When they arrived on the scene these warships found some survivors from the submarine in a rubber dinghy and rescued them. Other survivors were picked up later by naval vessels.

While, on the one hand, British aircraft were attacking submarines and enemy aircraft which sought to protect shipping, they also conducted a number of life-saving operations. On February 2, off the east coast of Scotland, the crew of an aircraft noticed a number of men clinging to a raft. The crew searched for rescue vessels and kept watch on the men until they were safely taken aboard one of these. Seven exhausted men were taken ~~on~~ that raft.

<sup>2</sup>On February 3 a German aeroplane ~~was~~ shot down in England. It fell near a Yorkshire farmhouse and ~~was~~ the first enemy machine to be brought

down on English soil in the Second Great War. The farmhouse was near Scauton Castle, about four miles south-west of Whitby. Three of the German crew were wounded and were taken to hospital. One was dead, and another died later in hospital. Part of the engine and ~~was~~ from the ground. The Heinkel made desperate efforts to escape the fighters, coming down lower and lower until it was on treetop height. It then swept across a road and crashed. People living at the farm gave assistance to the crew, ~~one~~ man being taken in-laid before the fire, and given a drink.

This was one of a number of actions fought off the British coast during that day. In one enemy aircraft approaching the North-east coast ~~was~~ intercepted by R.A.F. fighters, one Heinkel being shot down in the sea and another damaged. In another raid two Heinkels were shot down and a third crippled; the first of these ~~was~~ the one mentioned

above that fell near the Yorkshire farmhouse. The second fell into the sea off the mouth of the Tyne. In the fifth night a Fighter Command pilot, patrolling not far from the coast, suddenly saw three bullets flashing past him. He then ~~was~~ a Heinkel bomber, and went into action together with another British machine.

The two R.A.F. machines closed in, firing simultaneously until a few hundred feet above the water. The pilot ~~was~~ their tracer bullets hitting the enemy and the German ~~was~~ stopped firing. The Heinkel's undercarriage came down, and clouds of black and grey smoke poured from the enemy machine. The Heinkel then took off, flying one wing down and at what was described as a reduced speed. It ~~was~~ estimated that twenty Heinkels took part in these raids, and the German official communiqué admitted the loss of three of them.

On this day also (February 11) the first Croix de Guerre was awarded to a Royal Air Force officer. It was given by General Vuillemin, Commander-in-Chief of the French Air Force, to Flight-Lieutenant R. V. Jeff, for his courageous action in attacking two German bombers over the North of France on November 2, 1939, when one of the German machines was brought down.

During the early part of February, reports reached London from the United States of large orders being placed by the Allies for American military aircraft. It was known that the Allies were interested in American aircraft, and the French Air Force was using with great success

#### Aircraft from America

Curtis single-seat fighters and had ordered a number of Douglas D.R.7 bombing aeroplanes, but the extent of future orders was still uncertain and the reports from America were certainly inconstant. There were conflicting issues to be considered, among them the value to the American aircraft manufacturers of appropriate propaganda among the Allies.

Attacks on British shipping continued,

and the correspondent of the "National Tidende," Copenhagen, declared that the military authorities of Berlin were describing the British East Coast as "a coast of death." On February 9 another Heinkel was brought down on British territory; it crashed near the Firth of Forth shortly after midday. In the same action two other Heinkels were believed to have been damaged. They were trying to attack shipping off the North-east coast, and were engaged by R.A.F. Fighter Command aircraft and by Naval anti-aircraft guns. Other raiders were engaged at various points ranging as far north as Peterhead, and fighters went to the help of a tanker which was being bombed near this port. The raider in this instance was believed to be a Junkers Ju 88 bomber. It climbed away from the ship when it was attacked, and took cover in the clouds. The German attacks on shipping were still being made in the hit-and-run manner, and were being directed mainly against unarmed vessels. A summary of attacks on British shipping made on February 9 (issued by the Naval Affairs Section of the Ministry of Information) said that three ships had



#### FRENCH AWARD FOR BRITISH FLIER

The first British aircraft to be decorated by the French, Flight-Lieutenant R. V. Jeff, is seen above receiving the Croix de Guerre from the French Air Chief, General Vuillemin. (British Official Photographs, Crown Copyright)

been damaged and none sunk. The "Brimar Trader" was machine-gunned and bombed and sprung a leak. The mudhopper "Foremost" was damaged, but towed to port. None of those vessels was armed. Two Admiralty trawlers were sunk.

A Heinkel raider was attacked by three R.A.F. fighters on 14/00 lost over the Thames Estuary on February 13. The attack was pressed home, the aircraft diving and the undercarriage of the enemy machine was seen to be fully lowered towards the end of the action. Moreover, the rear gunner had ceased firing. Despite these handicaps, however, the raider got away in the poor visibility prevailing at the time.

Mr Chamberlain, in the House of Commons, made a notable statement about British policy; he repeated the assurance that "whatever be the length to which others might go, the Government will never resort to blood-thirsty attacks on women, children and other civilians for the purpose of mere terrorism."

The part that had been played by Royal Air Force aeroplanes in the "Altmark" affair became known when full reports were received during February 17-20. As described in another chapter, the German ship "Altmark" was cornered by H.M.S. "Cossack" in Norwegian waters and nearly 300 British merchant seamen were freed from a lot of onerous imprisonment. The "Altmark's" progress along the Norwegian coast had been watched by aircraft of the Coastal Command, and

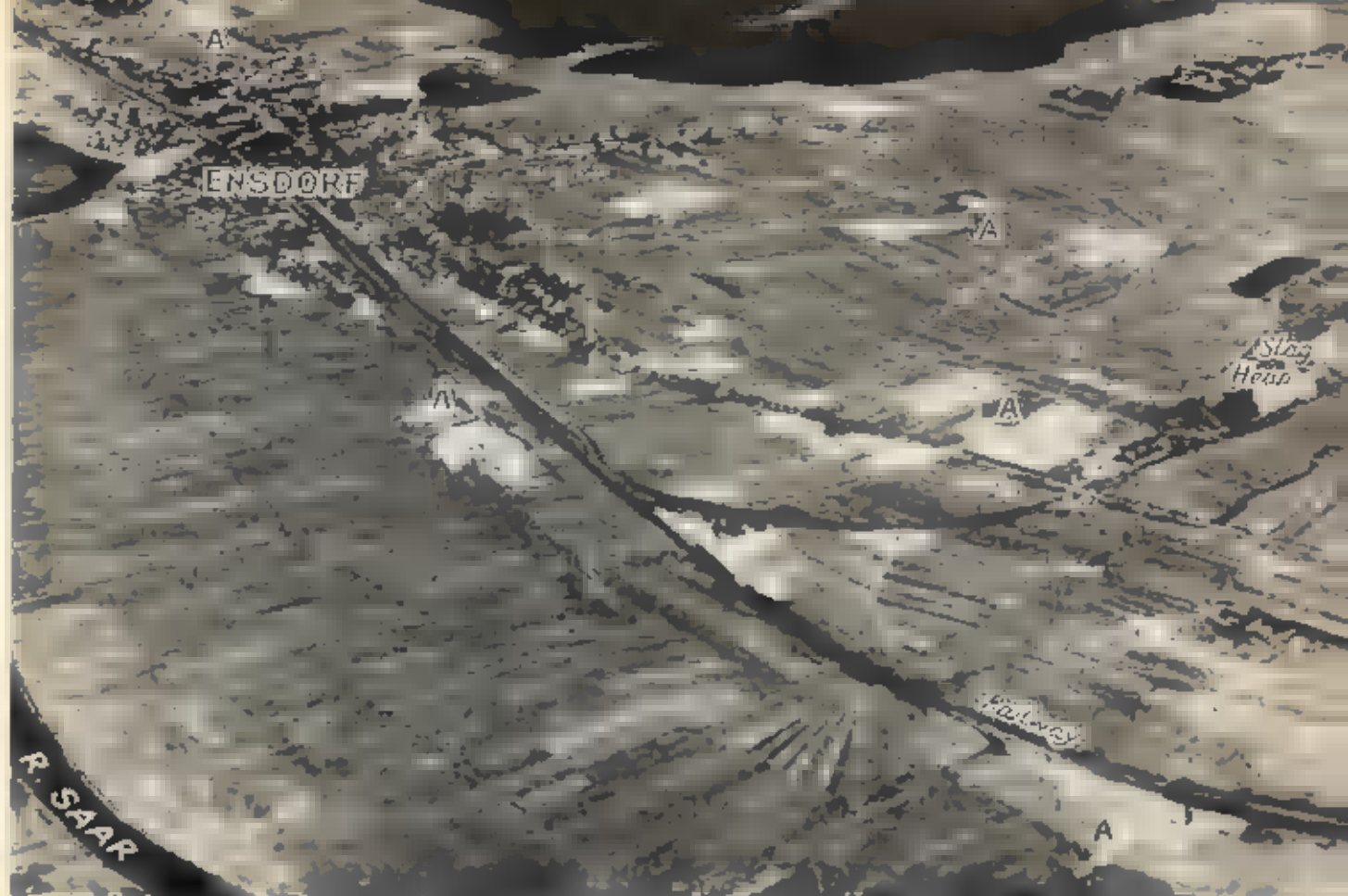


#### A MUCH-VAUNTED MESSERSCHMITT

The advent of the Messerschmitt Me 110 fighter aircraft (above) was greeted in the Nazi press with glowing eulogues of its destructive powers, but though these powers were not underestimated by British pilots, they found themselves quite capable of dealing with it, and many were destroyed by British machines.

Photo, Fleet News





#### GERMANY MAPPED BY BRITISH AIRMEN

How efficient were the reconnaissance flights of R.A.F. patrols is shown by these photographs. Above, part of the Siegfried Line fortifications near Saarburg. 'A' indicates concrete emplacements with intercommunication by buried cable. Below is Brunsbüttel, showing a lock over the Kiel Canal, of which this port is the western terminus.

*British Official Photographs - Crown Copyright*



the prison ship's position indicated to the Navy. In addition, when the actual boarding was taking place support was given to make sure that no interruption to the operation occurred through German air action. After the prisoners had been taken off, the British destroyers were escorted back to a Scottish port by Coastal Command aeroplanes.

During the whole of this period reconnaissance flights were being continued by Royal Air Force units. On February 21 Heligoland Light was reconnoitred

in the early morning, and on the following day Heinkel raiders were attacked off the North-east coast by Hurricane aircraft. One Heinkel fell with broken wings and dived into the sea. By February 22 the total number of enemy aircraft shot down over British or coastal waters was 11. Many others had been damaged. Meanwhile, our British fighting aeroplanes had been lost over Britain or British coastal waters. Reports from France stated that Allied fighters and gunners had brought down 47 German bombers as France.

An incident in which Hurricane shot down a Heinkel that had crashed near St. Asie's Head, Northumberland, is worth recounting. The end came after a 30-mile chase through clouds. The Hurricane pilots sighted their enemy ten miles off the Northumberland coast. The Heinkel turned south-east and climbed into the clouds, and for a time he was lost to the Hurricane pilots. Then there was a clear patch in the clouds and a flight-lieutenant sighted the Heinkel again. He immediately dived to the attack and met his from the German east wing, but the Hurricane's bullets struck home. The Heinkel's undercarriage immediately dropped and the machine dived to a level of 10,000 feet, when the wings were seen to drop off.

Reconnaissance flights far over enemy territory were made on February 23-25, some of them over great distances. Austria and Bohemia were reconnoitred and leaflets were dropped over Pilsen, home of the Skoda arms works. During one of these reconnoissances, in which the object was to obtain photographs of the Heligoland Light and north-west Germany, a single aeroplane (a Heinkel) was attacked by five enemy fighters when returning from the German Frisian Islands. By skilful manoeuvring the Heinkel managed to avoid its attackers and to return with its photographs. It first went down nearly to sea level to protect itself from attack

from below. As the enemy aircraft dived to the attack it dived and returned their fire. They came again, and each time the British pilot gave his machine to them, a manoeuvre which caused the enemy to turn away and momentarily break off their attack. But they returned almost immediately, and as one of its guns was out of action the Heinkel was finding increasing difficulty in conquering the enemy machines. Fortunately at this time the pilot noticed a cloud bank above, and adopted the ruse of pretending to climb towards it, leaving the underside of his aeroplane open to attack. The Heinkel just succeeded in reaching the cloud bank and in taking cover within it before enemy fighters could deliver a decisive attack.

The standing patrol in the Frisian Islands region was continued and Berlin was visited on February 25 by aircraft of the Bomber Command. Leaflets were scattered over the German capital for the third time since the outbreak of war. Pilots taking part in

the flight reported that over the city itself there were no searchlights or anti-aircraft defences, but on the outskirts there was a great deal of anti-aircraft activity. Among the other places visited were Hamburg, Kiel, and the seaports and estuaries of north and north-west Germany.

A Heinkel was shot down by R.A.F. Spitfire near the mouth of the Firth of Forth at 1 p.m. and later a second Heinkel was brought down off the North-east coast. Its crew of three took to their boats.

Trawlers were still being attacked by enemy aeroplanes, though the fact that they were armed with machine-guns seemed to have some effect in keeping enemy raiders at a distance. On February 27 more reconnaissance flights were announced by the Air Ministry, over such places as Berlin, Hanover, East and Cuxhaven. Mines and leaflets were dropped.

In Finland, during the first few weeks of the New Year there was a good deal of air activity. Here the Russian air forces proved themselves to be of poor quality in equipment and training, but to be large in numbers. The losses suffered by the Russian air force, when compared with those suffered by the Finns, were very high indeed. But the skill and the superior equipment and training of the Finns had won them against the continuous attacks made by large Russian forces.

The Soviet air force divided up its attacks between genuine military objectives and Finnish towns and villages. The Finnish air force, in its defence operations, used aircraft supplied by Great Britain. These included a number of Gloster Gladiator bi-plane fighters and some Bristol Blenheim twin-engined mono-plane bombers. The Gloster Gladiator was probably the fastest biplane fighter ever produced, and, although at this time obsolete in the Royal Air Force, it was a first-class aeroplane, which Finnish pilots handled with great skill, and with which they did a great deal of damage to Soviet bombers.

Probably the severest raids made by the Soviet bombers were on the south Finnish towns of Ekenava, Hangö and Åbo on January 21. Reports from Helsinki stated that more than 500 Russian aeroplanes took part and that they bombed these towns first with incendiary and then with high-explosive bombs. Finally, from a low altitude, the Russians machine-gunned the men who had come out from their shelters to fight the fires which had been started. It was said that 25 bombs had been

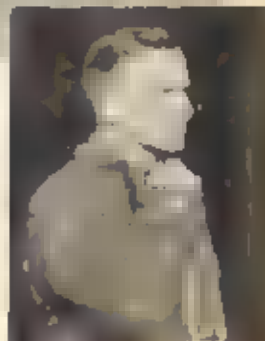


#### REDS' WEIRD WEAPON

The strange weapon above is a small missile containing a quantity of small incendiary and H.E. bombs, was used by the Russians during the war in Finland and was nicknamed by the Finns "Mikolov's head-basher".

(Photo, Central Press)

Planes used  
British  
'Planes



#### BURNED-OUT WRECKAGE OF A GERMAN BOMBER IN BRITAIN

Squadron-Leader A. G. Partridge, seen top left, receiving the D.F.C. from King George VI, shot down seven German bombers. His gunship brought down the Heinkel bomber seen above near St. Abbs Head in February, 1940, and though he followed the enemy down and landed soon by he was too late to prevent the Germans from setting it on fire. The crew of four were captured, and on the right is seen the Nazi pilot.

Photo: United Press. (The World is Shaping)

dropped on Abo alone. Although about 100 houses were destroyed, it seemed that the casualties to personnel were not high.

An incident of these bombing raids was the shooting down of a Russian bomber by Finnish anti-aircraft batteries and the refusal of the Russian crew to surrender when they reached the ground by parachute. Both members of the Russian crew were shot at and one was killed. Finnish aircraft retaliated for the Russian raids by bombing Soviet bases, and they claimed to have shot down one observation balloon and eleven Soviet bombers. Although subsequent raids by the Soviet Air Force were not made in such great strength as those of January 21, they caused many more casualties. On January 29 fifty people were killed and 200 injured at Hangö, and 25 killed and 40 injured at Abo. During this attack it was said that fifteen Russian aeroplanes had been brought down. On the day after, the Finnish air force conducted one of its retaliatory raids and swooped on the Soviet harbour of Kronstadt. A Copenhagen report said that the Finnish aeroplanes were manned by Italian pilots and that they obtained several hits on warehouses, port buildings and hangars.

Little exact information reached the outside world about the work of the Russian parachute troops. They were dropped at many points, but usually the Finns were able to overcome them before they could offer any resistance. Large numbers of the Russian parachutists were either killed or made

prisoner. In fact, the Russian use of parachute troops, although highly developed in training, did not seem to be successful in Finland.

Mention must be made of a new form of multiple bomb used by the Russians. It was nicknamed "Molotov's bread-basket," and consisted of a cylinder about eight feet long and three feet in diameter, with a small propeller at the end. It contained two or three tiers of small incendiary and high-explosive bombs, and the working seemed to depend upon the action of the propeller. This caused doors in the sides of the main container to open so that the small bombs inside scattered. At the time it was used British experts regarded this type of weapon as inefficient, and not likely to be as effective as an ordinary bomb of equal weight.

The air action in the Russian campaign in Finland that needs noticing in the period under review was the bombing raid on Helsinki on February 20. The attack was made in two separate raids with Soviet bombers in the first and 58 in the second. Three of the Russian aircraft were said to have been brought down in these raids and many others during raids on Petsamo in the north. The Russo-Finnish

campaign, although it brought fairly large numbers of aircraft into use, shed little light on their value in the prevailing conditions of weather and terrain.

The air operations in the conflict between the Allies and Germany may now be expected to in order to sum up the situation as it

appeared up to the end of February. In all Air Situation Summed Up

hundred German aeroplanes had been destroyed and a measure of air superiority (in the strictly limited conditions of air war which existed) had been demonstrated by the Allies. Mining by air had received a check, and enemy naval and air bases had been damaged. Great Britain had been raided about 100 times, by about 200 aeroplanes in all, but about 50 failed to get back to Germany.

During these first two months of 1940 there was intensified air activity, but it was still confined to isolated attacks on shipping by the Germans and to retaliatory measures by the Allies, or else to purely defensive action. No sign of any large-scale aerial action appeared, though the Allied staffs regarded it increasingly likely as Spring approached.



## Diary of the War

### FEBRUARY, 1940

February 1, 1940. Battle continues in Kuluva sector of Central Finland. Finns attempting to encircle Russian divisions. Russian forces entrenching themselves on front north of Lake Ladoga. Soviet troops launch violent attack at Kuluva, in Karelian Isthmus. Greek cargo steamer "Eleon Stavros" and British ship "Ramsay" reported sunk.

February 2. Russian continue violent attacks on Karelian Isthmus. Twenty planes bombed in southern Finland, including Helsinki and Vammala. British tanker "British Consul" sunk. Finnish steamer "Valer" and Swedish steamer "Pera" reported sunk on January 31.

February 3. German aircraft make further raids on unarmored vessels in North Sea. H.A.F. shoot down three raiders and destroy a fourth. Four fierce attacks at Suomen suuret by Finns. Main Soviet raids in Finland, worst being at Kuopio. Norwegian ship "Touqua" sunk. British steamer "Armenistien" torpedoed. H.M. minesweeper "Spina" sunk.

February 4. Russian attack positions nearly occupied by Finns in Kuluva sector, but are repulsed. Viipuri severely bombed. British ship "Pelanda" and Norwegian steamer "Verdi" overboard and presumed lost.

February 5. Russians stated to be now only 10 miles from Viipuri. Finns report another big victory in course of which Russian 14th Division, north-east of Lake Ladoga, suffered heavy losses. Canadian Pacific line "Bancroft" and British steamer "Portelet" reported sunk. Swedish steamer "Andalusia" overboard and feared lost.

February 6. Large Russian forces and tanks make violent attack in Suomen suuret and are repulsed after 16 hours' fighting. Reported that Russian parachute troops have been dropped behind Finnish lines. Swedish steamer "Vinga" and Canadian ship "Aim" sunk. Norwegian minesweeper "Sagasia" overboard and presumed lost.

February 7. Fierce fighting continues in Kuluva sector and north-east of Lake Ladoga. 14th Division "Blunder" sunk.

February 8. Battle in Karelian Isthmus reaches its ninth day. Finns reported to be still standing firm. French steamer "Mare Harp" sunk. Third contingent of Canadian Arctic Service Force arrive in England.

February 9. Admiralty announces that two U-boats have been sunk by one British destroyer while attacking a convoy. German bombers shot down near north of Varkki. Two others followed damaged. Russians continue to attack Suomen suuret north-west of Varkki River and over ice of Talpa. Norwegian steamer "Clifford" sunk.

February 10. Russian continue violent attack on front in Karelian Isthmus. Admiralty announces loss of H.M. trawler "Robert Brown" and "Fort Royal." British steamer "Burgwiltik" sunk.

February 11. Fierce fighting continues unabated in Karelian Isthmus. Waves of tanks and troops in Europe. 22 degrees C. of frost. 2000 troops reported at Munkkilahti. British tanker "Imperial Transport" blown in two by torpedoes from U-boats. Seven half Norwegian ships "Sivola" and "Sivola" sunk.

February 12. Russian attacks on Kuluva Isthmus increase in violence. On Finn island tips. Simultaneous attacks are launched between Lake Muonio and Varkki River, and also near Talpa. Swedish steamer "Dahlo" sunk by U-boat. Finnish steamer "Dala" reported sunk. First contingent of Australian and New Zealand Expeditionary Force arrive at Suva.

February 13. Russians capture advanced positions of Maunioharjo Lake. German bombers over Thuringia. German steamer "Walrus" and "Waldburg" reported scuttled off Brazilian coast. British trawler "Tegana" and Swedish steamer "Gronja" reported sunk. R.A.F. make reconnaissance flight over North-West Germany.

February 14. Russian advance in Suomen suuret checked by second line of Finnish defenses. Admiralty announce destruction of two U-boats concerned in sinking of British tankers "Gratashild" and "British Triumph" and cargo liner "Sultan Star." Danish ship "Christine Maersk" sunk. British steamer "Langefjord" sunk.

February 15. Russian offensive on Karelian Isthmus continues with unabated violence. Advance troops reported to be near Lappeenranta, 20 miles from Viipuri. Italian cargo steamer "Giorgio Niseno" sunk. British ship "Martin Guldahl" sunk. Norwegian steamer "Biolstad" torpedoed.

February 16. Finns attack Russian penetration of their forward positions at three points. Swedish Government sends Finnish appeal to Allied military assistance and also for passage of foreign troops through their territory. Danish steamer "Slojuna" and "Hona" sunk.

February 17. Admiralty announces that 200 British prisoners taken from ships sunk by "Gratashild" were rescued by H.M. destroyer "Onancock" on Friday night from German auxiliary vessel "Altmark" in Jasmund Fjord. German tanker "Hulder" scuttled. British steamer "Hansa Alca" and Norwegian steamer "Korva" sunk.

February 18. Finns report victory in battle near Kuluva, where they destroyed three Russian battalions. Dutch cargo ship "Amstel" sunk. Swedish steamer "Pera" and "Gronja" reported sunk. Norwegian ship "Haugstad" sunk. Finnish "Walle" and Swedish "Barlunda" sunk.

February 19. H.M. destroyer "Daring" reported sunk. Finns make another victory by badly routing Russian 14th Division north of Lake Ladoga. Russians begin new attack on Talpa. Greek steamer "Tilia" reported sunk.

February 20. Russian 14th Division reported trapped by Finns at Kuluva, north-east of Lake Ladoga. Fierce violent attacks in Karelian Isthmus. Norwegian ship "Haug" presumed lost.

February 21. British bombers attack in North Sea by four battleships, escorted with newly installed machine guns. H.A.F. carry out reconnaissance over Helligoland Light during night. German ships are bombed. Three British ships reported sunk. Cargo steamer "Tara," motor tanker "Long Wang," and trawler "Dillon."

February 22. Two British trawlers shot down by H.A.F. one in Helligoland, the other off Northumberland coast. Fourteen Russian divisions said to be moved for attack on Viipuri. Japanese harrying transport and air activity. H.M. trawler "Plessey" and British steamer "Loon-Mach" torpedoed.

February 23. R.A.F. make night reconnaissance flights over Austria and Bohemia. Fighting is renewed throughout Karelian Isthmus. Heavy bombing raids over Finland. Next raiding (dark attack) British shipping by moonlight. Norwegian steamer "Tahse" overboard and presumed lost.

February 24. Russians receive anti-aircraft against Viipuri, but without effect, owing to snow and fog. Two Soviet detachments reported trapped and annihilated by Finns east of Lake Muonio. H.A.F. carry out night reconnaissance over Prague, and daylight flights over Helligoland Light and north-west Germany. H.M. trawler "Dorville" reported sunk. British steamer "Sevington Court" and "Royal Acacia" sunk.

February 25. Russians reported to have concentrated troops on Koluva peninsula and in region of Karkkila, on coastal railway. They also hold Rovaniemi, in Gulf of Finland.

February 26. Finns evacuate Kuluva of Kuluva, Defense of Viipuri continues, although town now in ruins. Swedish steamer "Santos" reported sunk. Survivors of torpedoed tanker "British Knutsen" and at Munkkilahti. H.A.F. flights over Helligoland.

February 27. Battle for Viipuri proceeding among islands in light of Viipuri. Finns repulse violent attack at Talpa. H.A.F. shoot down two Heinkel, one off north of Varkki, the other off Northumberland coast. U-boat sunk by French destroyer off Cape Finistere. British steamer "Clun Napier" and Danish ship "Maryland" reported lost.

February 28. Attack on Varkki continues with infantry and artillery. Finns repulse attacks on new positions. Air Military operations further extensive reconnaissance raids over Germany.

February 29. Russians claim to be within four miles of Viipuri. Finns repulse three attempts to cross Talpa River, and frustrate attack near Kluvaranta, N.E. of Lake Ladoga. French steamer "P.L.M. 28" reported mined.

# BRITAIN'S MERCHANT SHIPPING IS MOBILIZED ON A WAR BASIS

*The Ministry of Shipping Takes Control of the Merchant Fleets—Chartering of Neutral Tonnage—New Construction and the Control of Shipbuilding—Nazi Air Attacks on Shipping—Mounting Toll of Neutral Merchantmen—'Queen Elizabeth' Sails to New York—Tabular Summary of Allied and Neutral Losses*

**A**s four months of warfare it became clear that for the time being the Germans intended to confine their efforts to the attempted disrupting of sea communications with Great Britain, and all the weapons at their disposal were directed against the merchant shipping of Allies and neutrals alike. From the outset the Admiralty and the Ministry of Shipping had been organizing the Merchant Navy by taking complete control of shipping and shipbuilding and by bringing into force effective measures to counteract the enemy's various stratagems. In the first two months of 1940 those schemes began to operate as a whole on a permanent and tried basis, while neutral countries were compelled by German attacks to organize their own merchant fleets on a war basis.

Merchant shipping on the United Kingdom Register at the beginning of the war amounted to 1,000 ships and 2,000,000 tons ~~more~~ than in 1914. The needs of the nation, however, with regard to both imports and exports, were considerably greater. The utmost economy in ship space, therefore, had to be observed. British shipping was mobilized at

the outbreak of war in the same way as the fighting services. All vessels required for military naval purposes were requisitioned ~~straight~~, but trading vessels were allowed to continue in their employment, "direction" being exercised by the Ministry of Shipping through a system of licensing each voyage. By the end of 1939 nearly 80 per cent of the country's needs were being imported on account of the Ministry of Food as the Ministry of Supply, and the Government considered it desirable that all ocean-going tonnage should be requisitioned. From February 4, 1940, every British seagoing ship, except short sea traders and coasting vessels, was operated by the Ministry of Shipping, the former shipowners acting merely as managers, receiving payment for their services at rates which ~~was~~ be fixed at a later date.

The French had organized their shipping on a rather different basis,

although in that country complete requisitioning ~~was~~ introduced at the outbreak of war. A federation of French shipping firms was formed which appointed committees to ~~act~~ as technical liaisons between the French Ministry of Marine, the shipowners, and the French Board of Trade. Cooperation between the Allied Governments was ensured by Inter-Allied Committees, which saw that the most effective use was made of the tonnage available for the benefit of the Allies together.

While these steps were being taken, the problem of availability of tonnage had also to be considered. The reinforcement of carrying power and the replacement of tonnage lost by enemy action were all-important considerations. It was decided to exploit the three available methods to the full—by building as much new tonnage as possible, by

French  
Shipping  
Control

## BOMBED LINER ABLAZE AT SEA

Over a hundred people lost their lives when a Nazi plane bombed ~~the~~ machine-gunned the British India liner "Donna" in the Channel. The boat was carrying a number of British Indians who had been released by the Nazis. Though set ablaze, as seen below, she was brought safely to port.

Photo, I.N.A.



buying on warlike ships as possible, and by chartering ships from neutrals.

The Ministry of Shipping began to charter an enormous amount of neutral tonnage, as in the war of 1914-18. Large-scale agreements were made with neutral Governments whereby the Ministry hired the services of neutral tonnage on time charter, being compelled, of course, to pay rates many times higher than those paid for British ships on the same voyages.

Similarly, large numbers of foreign ships were purchased by the Ministry of Shipping or by British shipowners to run on the Government's account. More than 22 ships of some 100,000 tons gross tonnage had been purchased from the United States alone by the end of February, 1940. Parallel organizations were set up in Canada and elsewhere for the purchase and chartering of neutral tonnage, and many deficiencies in British tonnage were met in this way.

The most important method of increasing the amount of tonnage available to the Allies was by new construction. Owing to higher wages and the increased cost of materials, and the years of depression in the shipping industry very few merchant ships were under construction in British yards at the beginning of 1939. By the

## Nazi Air Attacks on Shipping January 9-13, 1940

Tuesday, January 9			
OAKGROVE	British steamer	(1,703 tons)	a, b
UPPONYTER	British steamer	(1,613 tons)	a, b
GOWRIE	British steamer	(1,624 tons)	a, b
REYNOLTON COURT	British steamer	(1,344 tons)	a
NORTHWOOD	British steamer	(1,746 tons)	a, b, c
CHRISTALITE	British steamer		b, c, d, e, f, g
FEDDY	British steamer	(1,153 tons)	b, c, d, e, f, g
IVAN KONDRUP	British steamer	(2,345 tons)	b
RECUVER	British steamer		b
RYE FISHING-TRUCKS	Tractor, motor road ship		b, c, d, e, f, g, h, i, j, k, l, m, n, o, p, q, r, s, t, u, v, w, x, y, z
Wednesday, January 10			
CROXTON	London steamer	(1,701 tons)	b, c
CELETA	German liner ship		a, b, c, d, e, f, g, h, i, j, k, l, m, n, o, p, q, r, s, t, u, v, w, x, y, z
PTYNEL	London steamer	(1,321 tons)	b
Friday, January 12			
LIGHTING			
Saturday, January 13			
Transfers FLAVIA, EXO STROUD, RIG and PERMAN EXPRESS reported attacks			
No bombs and machine gun			
a, b, c, d, e, f, g, h, i, j, k, l, m, n, o, p, q, r, s, t, u, v, w, x, y, z			

time in 1940, however, every ship in the country was equipped by a warship or a merchant ship building on Government account. At the outbreak of war the control of merchant shipbuilding was transferred to the Board of Trade, and later transferred to the Ministry of Shipping under Sir Amos Alton. In February, 1940, the control of all shipbuilding was transferred to the Admiralty, and Sir James Lathrop, a prominent shipbuilder, was appointed Controller of Merchant Shipbuilding and Repairs, with Sir Louis Vane as Director.

As with requisitioning, Admiralty control of building during the war of 1914-18 did not come into full effect. New shipbuilding had been in progress for over two years and when it

it failed to have the effect desired until, almost two years later Lord Pirrie, himself an expert shipbuilder, was put in charge. The Government in 1940, however, profiting by experience gained during 1914-18, was confident that the highest output of merchant tonnage ever achieved by the British shipbuilding industry would be possible by the end of 1940.

To achieve this it was not considered necessary to re-open all the yards which had been closed down during the depression years of the nineteenth century. The existing shipyards had recently specialized in the construction of certain types of vessels, so that they were in a position to build improved types of ships more efficiently and in less time. It was decided to utilize the experience of the various yards in special types and to confine the standardization of shipbuilding to those types in which it was desirable.

Thus by the end of February, after six months of warfare the British shipping and shipbuilding industries were thoroughly equipped for a war footing and despite the fact that the enemy had seized every chance of winning before the

shipping was in process. Shipping on a of transformation. Mr. War Funding Winston Churchill was able to announce in the House of Commons that the net losses in tonnage to the British Merchant Navy, after allowing for ships captured, built or bought amounted only to some 200,000 tons.

Meanwhile, great strides were made in providing adequate protection for merchant ships against enemy attack. Previous chapters (see pages 196 and 604) have shown how the initial campaign by submarine, surface raiders and mines were counteracted. During the summer of 1939 (4) the enemy opened up a new campaign—attack from the air. This, though extremely harassing to the crews of the ships involved, resulted in far less damage than anyone, least of all the Germans, expected; and because of the anti-aircraft armament with which so many merchant ships had been equipped, and the defensive power of warships escorting convoys, the German bombers turned their attention to defenceless vessels such as trawlers and lightships. As a result, trawlers, too, were equipped with anti-aircraft weapons, and it was not long before



**SURVIVORS OF TORPEDOED DUTCH STEAMER**

Many Dutch vessels were sunk by the Nazis while Holland was still a neutral country. Above, survivors from the Dutch steamer 'Armedank,' which was torpedoed by a U-boat, are seen on the lifeboat in which they arrived at Lubeck.

Photo, Sport & Travel





### INCREASING OUR MERCHANT NAVY

The need of greater merchant tonnage led to an immense speed-up in shipbuilding. Top left, a welder at work on a merchantman; top right, a master's boy taking a red-hot rivet to his mate; right, two new vessels in the fitting-out basin; above, Sir James Lithgow, Controller of Merchant Shipbuilding.

*Photo, Topical Agency*



these sturdy little craft were giving as good as they got. High-speed on the East Coast were replaced by a new type of automatic light which did not require a crew to maintain it (see illus. p. 688).

Determined air attacks on shipping in the North Sea took place during January 9 to 11, when four coasters and a trawler were sunk. A larger ship, the "Jervington Court," was attacked by machine-gun and bomb, but by skilful zigzagging she escaped destruction. Her crew were fortunate, for they got off unscathed, as they did in the following month when their ship was sunk after striking a mine. Many more ships were damaged by ~~German~~ bombard-

ment, but very few total losses were caused by this means. More than once in 1940 a ship, as a trawler received a direct hit from a bomb, yet was safely brought to port. Thus the Latvian steamer "Tautuda" was directly hit by no fewer than ten bombs, yet was able to continue her voyage (see illus. p. 687). Even the British India liner "Donata," the largest ship attacked by air, though she was set on fire from stern to stern and 100 of her passengers and crew lost their lives, was brought safely to port. Her tragedy was due to the rise of a solitary German machine which flew low over her with lights full on, intending to be, and succeeding in being, mistaken for

a British machine. She was carrying British Indians released by Germany.

As a further counter-measure against attack from the air and aerial mine-laying, a seagoing balloon barrage was organized. Balloons similar to those used on land were mounted on barges, which could move freely from point to point, always ready to surprise bombing aircraft in search of solitary merchant ships.

During January the enemy's attacks on neutral ships increased. From January 15 to 21, for instance, 11 neutral ships of 33,000 tons were sunk, compared with 4 British ships of 23,000 tons. In the following week only one British



### GUARDING THE BRITISH COAST

As a protection against mine-laying aircraft many points around the British coast were protected by barrage balloons. This is one of the balloons attached to a lighter moored in the sea. Below is a group of a balloon from the hold of the barge to which its cable is attached.

(Photos: H. H. Newman, Associated Press)



vessel (of 1,544 tons) was sunk, compensated with 13 neutrals totaling 31,000 tons. The mounting toll of neutral shipping at the hands of German U-boats, aircraft and mines soon began to stir the deepest indignation in Scandinavia and Holland, the chief ~~of~~ <sup>of</sup> ~~the~~ <sup>the</sup> Dutch anger was aroused particularly over the sinking by U-boats of the "Aranda" tanker, the "Burgordijk" and the tanker "Hou Haag". In the case of the "Burgordijk" sunk 160 miles out in the Atlantic, it is said that the U-boat commander compelled her to sail out on 8008 stating that she was sinking after a collision with another ship. It was proved, however, that she had been deliberately sunk by the submarine. The tanker "Hou Haag" was on her way across the Atlantic with a cargo of petroleum for Rotterdam when she was torpedoed without the slightest warning, on February 15. Her crew of 32 managed to get away in three boats, two of which were never seen again. After four days the third boat was picked up by the British steamer "Glennarchy".

### Shipping Losses by Enemy Action

January, 1940

BAITISH	No	Tons
Passenger liners	3	15,579
Cargo liners	3	8,354
Cargo vessels	11	30,312
Coasters	2	2,792
Coastal	1	1,189
Tugs	6	45,357
Trampers	4	610
	30	100,449
Neutral Appropriations	1	231
	31	100,680
AMERICAN		
PCs	2	2,500
Total Allied	33	113,202
NEUTRAL	43	101,501
Grand Total	76	214,703
Neutral Losses by Flag:		
Belgium (1)	Finland (1)	Switzerland (1)
Denmark (1)	France (1)	Norway (1)
Germany (1)	Holland (1)	
	Portugal (1)	

Other things were treated in the same way and the sinking of the "Pajala," a Swedish ship bound from Argentina to Sweden with a cargo of grain for the Swedish Government, aroused the strongest protests. Little satisfaction, however, could be got by protests, and the neutral Governments had to take steps to protect their shipping. Neutrals began to join British convoys in spite of the German threat that this would be interpreted as a hostile act. The Danish shipowners at first decided that all their ships crossing the North Sea should do so in pairs, but as a result it was found that they were sunk in pairs by German submarines, if not by mines.



#### TORPEDOED TANKER ABLAZE OFF FRANCE

The Dutch tanker "Eutaw" on its way from Rotterdam to Curaçao in the Dutch West Indies, was sunk by a U-boat off the French coast. The crew were rescued by French torpedo-boats. Above, the blazing tanker as seen from a French flying-boat.

Photo: World War II

The Dutch refused to be driven from the seas by threats of illegal actions. At the beginning of March it was found that mines had been deliberately laid without warning in the normal shipping lanes at the mouth of the River Scheldt, and so Dutch mine-sweepers had to be brought into action to clear the waters for shipping. Ships had already been taken to fit Dutch vessels with paracanes, and to have departing vessels preceded by minesweepers when leaving Dutch ports.

Partly as a result of these measures on the part of neutrals and partly as a result of the Allied Nations' actions against submarines and mines, the sinkings of neutral shipping began to fall off again at the beginning of March. Nevertheless, as a result of action on the part of Germany during the first six months of the war, 167 neutral ships, totalling nearly 157,000 tons gross, were sunk, with the loss of hundreds of lives. During the same period British war action had caused the loss of one Norwegian ship, which had entered the minefield at Singapore in disregard of warnings and instructions, and possibly the Belgian ship "Alex van Opstal,"

which struck a mine off Weymouth that, in the opinion of a Belgian maritime Court, might have been British.

British merchant shipping losses during January amounted to 30 ships of 104,433 tons gross, and during February to 24 ships of 122,621 tons gross. The number of ships lost had thus declined, but four large cargo liners (including the Canadian Pacific "Haverhorn" and the Blue Star refrigerated liner "Sultan Star") were torpedoed, thus putting up the tonnage figures. Fortunately, the members of the larger British vessels were attended with little loss of life. Furthermore, the submarines which attacked the convoys were almost always immediately sunk. The U-boat which attacked the "Sultan Star" was sunk within half an hour, and on the same day another submarine which attacked the same convoy was sunk.

The odds against a merchant ship being sunk when in convoy remained at

about 500 to 1 during the whole period. In fact, by March 13, 1910, 13,000 ships had been escorted by British and 2,000 by French warships and aircraft in convoys, and out of the total of 15,000 ships only 72 had been sunk. Neutral ships had begun to join British convoys at the beginning of the year, and in the first two months only two neutral vessels out of the 1,000 conveyed were sunk.

Many vessels were sunk by mines when proceeding to meet their allotted convoys, among them the Union-Castle liner "Dunbar Castle," 10,000 tons gross, which sank early in January at the mouth of the Thames. Two Blue Funnel liners, the "Protestant" and the "Pyrrhus," were sunk in January and February respectively, the former by a mine and the latter by a submarine, while a sudden mine campaign in the Irish Sea accounted for the Liverpool-Dublin motorship "Mauder." This occurred at night when more than 200



## Neutral Tonnage Lost by German Action First Six Months of War

Flag	No.	Tonnage gross
Norwegian	30	107,694
Dutch	19	72,129
Swedish	34	71,023
Greek	16	76,314
Danish	21	50,741
Italian	5	24,570
French	11	17,099
Spanish	1	11,530
Belgian	1	7,068
Yugoslav	1	4,774
Portuguese	1	4,171
Spanish	1	4,034
Italian	1	2,140
Yugoslav	1	2,515
Portuguese	1	1,618
Belgian	1	1,517
<b>Total</b>	<b>148</b>	<b>647,521</b>

passengers and crew were on board, but everyone was saved. (A fuller account of some of these events is given in Chapter 57, on the *Sun Affair*.)

It was in February that the largest ship in the world made one of the strangest "trial trips" in history. On the fifth the *Queen Elizabeth* liner "Queen Elizabeth" was moved from her builders' docks to the narrow Clyde to the sea. Thousands of people must have seen her and many more thousands were aware that she was going, but the news was not known to the world until the day before the vessel arrived in New York, having accomplished her maiden voyage across the Atlantic with part of her launching gear still attached to her hull.

As a corrective to wild estimates by the German High Command of the



### GUARD FOR BRITAIN'S GIANT LINER

In page 708 the "Queen Elizabeth" is seen berthing at New York after her secret maiden voyage across the Atlantic. Above, American police are patrolling the river front in guard against any attempts at sabotage.

Photo: World-Wide

number and tonnage of ships which their methods had sunk, the highest possible estimate for the first six months of the war is shown in the accompanying Table, which includes many ships that

disappeared without a trace and whose loss has been attributed to enemy action, although some of them might have been due to the ordinary perils of the sea. Of the total of 1,230,816 tons sunk in six months, a little over half was British, while 167,582 tons belonged to neutral flags. Of the neutrals the Norwegians were the heaviest sufferers, having lost as many as fifty ships and over 100,000 tons.

Despite the continual strain of navigating in war conditions with lights subdued, of suppressing in company of difficulties incidental to the harshest winter experienced for a century, of the ever-present risk of attack from the air or from below the surface of

the sea, and of the imminent danger of striking powerful magnetic mines, the officers and men of the Merchant Navy continued their occupations. When their ship had been destroyed, even when they had survived one disaster after another, they were always eager to find a new ship and get back to sea again, confident in the protection of the Royal Navy and the armament of the Coastal Command, in the guns which they had learnt to use, and in the "dogmanning" system by means of which their ships were demagnetized to counteract the influence of the magnetic mine.

### Allied and Neutral Losses

FEBRUARY, 1940			TOTAL, SEPT. 1939 to FEB. 1940		
Country	No.	Tonnage	No.	Tonnage	
Passenger liners	2	11,710	4	53,063	
Cargo liners	4	51,523	28	174,494	
Cargo vessels	8	33,272	71	347,884	
Coasters	—	—	7	8,881	
Steamers	1	2,288	4	7,323	
Tankers	6	19,180	21	152,127	
Trawlers	1	670	31	8,948	
<b>Total</b>	<b>24</b>	<b>121,620</b>	<b>177</b>	<b>654,852</b>	
NEUTRAL AUXILIARIES					
Armed merchant	—	—	1	16,697	
Trawlers	6	1,133	13	4,389	
<b>Total</b>	<b>24</b>	<b>121,620</b>	<b>177</b>	<b>654,852</b>	
<b>FRENCH</b>	<b>8</b>	<b>17,408</b>	<b>17</b>	<b>80,102</b>	
<b>BRITISH</b>	<b>—</b>	<b>—</b>	<b>4</b>	<b>14,294</b>	
<b>Total Allied</b>	<b>8</b>	<b>17,408</b>	<b>21</b>	<b>94,396</b>	
<b>NEUTRAL</b>	<b>40</b>	<b>114,967</b>	<b>156</b>	<b>560,456</b>	
<b>Gross Total</b>	<b>48</b>	<b>132,375</b>	<b>177</b>	<b>654,852</b>	



### "PILL BOX" PROTECTION FOR MERCHANTMEN

Above is a type of "pill box" fitted on each side of the bridge of many merchantmen to protect the navigating officers from raiders' bombs and bullets. They have telephonic communication with the engine room of the ship.

Photo: Fred G. Shaw

# POLAND'S PEOPLE AND CULTURE UNDER THE HARROW OF THE NAZIS

*Terrible Deeds of the Conquerors: The Vatican Broadcast—The Assault on Religion—Horrors of the Mass Deportations—Flight of the Polish Jews—Seizure of the Nazis—Looting of Art Treasures—War Against Polish Culture—How Libraries were Pillaged*

**T**RAGIC and terrible as 1939 had proved to be for Poland, the dawn of its successor brought with it little hope of betterment. So far from the Nazi terror being mitigated, it was all too apparent on every hand that fresh efforts were to be made to break the Polish spirit.

Not all the efforts of the Nazi police were able to prevent some whiff of the horrible deeds of the conquerors sweeping across the frontiers into the outside world. In particular, early in the New Year a number of reports reached the Vatican, and it was soon seen that the Pope was not content to allow one of the most Catholic people in Europe to be maltreated and complicityly paragonized without a voice being raised to protest and to condemn. On January 23 there was a broadcast in Poland from the Vatican wireless station, the content of which the speaker—obviously one possessed of the Pope's confidence and speaking with his authority—denounced in the most forthright and scathing terms the infamous treatment to which Poland was being subjected.

"The New Year," the speaker said, "brings us from Warsaw, Cracow, Poznan, Gdansk, and others an almost daily tale of destitution, destruction and infamy of all kinds which can be attributed to the infamous and inhuman policy of the Nazis."

## Destitution.

## Destruction.

## and Infamy

and inhumanity—so—attributed upon a helpless and harmless people (as peaceful and unprovoked as any in Europe) and not confined to the borders of the country under German occupation, but reaching as the Nazis have that quarter has been. An even more recent assault on justice and decency is given in the fact that which has fallen to Germany—a persecution which is now being contemptuously insulted by the law of nations and which gives no aid to the most numerous of mankind. A brutal system of internal deportations is being carried on in the depths of one of Europe's most fertile regions. The richest part of Western Poland is being systematically stolen from the Poles and handed to the Germans while the small proprietors are pocketed off in well-measured lines to the war-torn regions of Western, which the Holy Father only last week described as "a desert where even the still life harvest waned."

In such uncompromising terms the Vatican spokesman exposed this iniquity of deporting a multitude of

helpless Poles from their homes and homeland. Stark hunger starved 70 per cent of Poland's population in the face, the country's reserves of foodstuffs and implements were transferred to Germany.

But the "conquering infamy," he proceeded, "in an administration that had never ceased to allege that it had no claims against religion, this in the cynical suppression of all but the most superficial of religious worship in the lives of one of the most pious and devout of the peoples of Europe. An administrative decree had restricted public religious services to a bare two hours on Sundays. The thousands of churches in Poland were dismantled and closed for good and a half-days a week, which had the effect of separating an afflicted people from the altar of the hopes and sacrifices."

Then in conclusion he asserted that "all this represents a tremendous responsibility and one more grievous affront to the sacred substance of mankind, one upon which hangs the fate of the law of nations, one more upon which at the feet of the Father of the Christian family, who grieves with his

dear Poland and begs for peace with dignity and justice from the throne of Rome."

Following this outspoken broadcast, it was revealed that it was largely based upon reports brought to the Polish primate, Cardinal Hlond, then in Rome, by a priest who had managed to make his escape from Poland after serving a spell of imprisonment. In the main this described conditions in the Cardinal's own archdiocese of Gdansk. Names were given of priests who had been shot by the Germans, and of others who had been killed by blows from rifle butts, or had died in prison as a result of their sufferings. Yet other priests had been incarcerated and subjected to every form of humiliating task and indignity. Sermons were ordered to be delivered in German, and even the ecclesiastical chants were forbidden to be sung in Polish. Yet in spite of prohibitions and persecution the Poles remained devout. As soon as the church doors were opened the people flocked in to get their children baptized, to confess and receive the Sacrament. Marriages in church came under the ban of the Nazis, who, indeed, did all in their power to discourage any marriages at all between Poles. Communities of monks and nuns were broken up and dispersed, and their property seized and funds misappropriated.

From several places came reports of the deliberate befouling of sacred places, of "heinous acts" perpetrated before the altars of a devoutly Christian people.

Included in the report were details of the mass deportations to which the Vatican broadcaster had referred. Forbidden to leave their homes between the hours of 7.30 p.m. and 9 a.m., the Poles were exposed to constant harrying



FLIGHT OF REFUGEE POLKS

The "mass expulsions" forced upon the Poles led to much shortage of food among the Polish population. There is a Nazi food kitchen at which peasants must take food they can get.

Source: International Graphic Press

At 9.30 lights in the houses and streets are extinguished, and the hunt for Poles begins. Between 200 and 1,000 are deported every night. These poor people cannot sleep, but, standing in dark rooms near windows, await their turn. Sometimes a cruel human policeman allows them to bring some needles, but when these are not ready they have to huddle in their night-dresses. In the streets groups from each building wait, ordered by the rules of the Gestapo, for a bus to fetch

them. Sometimes they wait for hours. They are taken to the camp, which is not heated, which has no soap, no water, and which has no mattresses. Here they sleep on the same straw for weeks, and thousands of them die of cold and hunger. There are no toilets or hot water. No attention is paid to hygiene, not even to children or expectant mothers.

Further details were that youths from 11 years of age upwards were deported into Germany, and so, too, were girls, especially the more attractive, between the ages of 15 and 18. The remainder of the deportees—old men, women and children—were conveyed in cattle-trucks to the "Government-General of Poland."

It was obvious from the evidence that accumulated from many quarters that a determined effort was being made by the Nazis to effect a complete exchange of population in Poland. In the first place, all the Poles were as far as possible driven out of the areas declared part of the German Reich, i.e. the "Reichsgaue." These were, in the main, but by no means entirely,

engaged in driving the Polish element of the population, numbering over seven million, a half millions, out of their native farms, shops, businesses, etc., to create a "living space" for the millions of Germans who were being brought in from Central Poland, the Baltic States, etc. from the western parts of Germany.

According to various reports which appeared in the Swiss press the repatriation of German refugees from Soviet-occupied Poland had been completed by the end of January. By that date 118,000 persons had crossed the demarcation line into the Western provinces under German occupation, bringing with them 20,000 horses, 1,500 head of cattle, and 12,000 vehicles of all kinds loaded with their personal effects. The German columns passed through the distributing centre zone in the district of Lublin and were to be settled in 50,000 households confiscated from Polish peasants.

A second flood of immigrants was composed of the Jews who from the Nazi-occupied regions of Poland and other districts in Germany itself were compelled to move themselves to the new Jewish "reserve" about Lublin—that "huge sewer."

A neutral diplomatist called it, where thousands of human beings were dumped without any preparations for their arrival, where the necessary food supply was lacking, and which was already overcrowded.

Then there was a movement in the opposite direction, for the Nazis found in hard-working Polish peasants a most convenient source of cheap labour. In February 15 Field-Marshal Goering announced that more than a million "foreign labourers, chiefly Poles," were to be supplied to German farmers, who would be permitted to employ them on their land at low rates of wages.

Writing in the "Reinot Nationalzeitung" on March 8, Herr Seidler, Nazi Minister of Labour, confirmed the report that a million farm labourers would be sent to Central Poland and that 700,000 were confidently expected; he went on to assert that this influx of Polish labourers would be just as "voluntary" as was the seasonal migration before the war.

Already, it may be noted, a great host of Polish prisoners of war—some said as many as 1,000,000—were falling in Germany as the Nazis the conquerors.



part of German Poland prior to the war of 1914-18; but even a generation ago, after a century of Prussian rule, they contained a large proportion of Poles who clung to their own language, culture and religious faith. Hence in hand with the mass deportation went a thorough expropriation of all the unhappy victims' goods and chattels, their homes and land. The Polish population of the Western provinces was incorporated in the Reich numbered on the outbreak of war about 1,200,000 in Pomerania, 2,500,000 in Posen, 1,700,000 in Silesia, and 3,000,000 in Lodz—3,200,000 in all, and of these only about 8 per cent, some 250,000, were German. Now the Germans, powerfully abetted and protected by the Nazi conquerors, were



#### TERROR REIGNS IN WARSAW

Here are scenes to make civilized people shudder. In the top photograph a band of Polish Jews is being marched through the streets of Warsaw by members of the Gestapo. Above, public execution of Poles in the center of Warsaw by order of the German authorities.

Reprinted from "The Times," 1942.

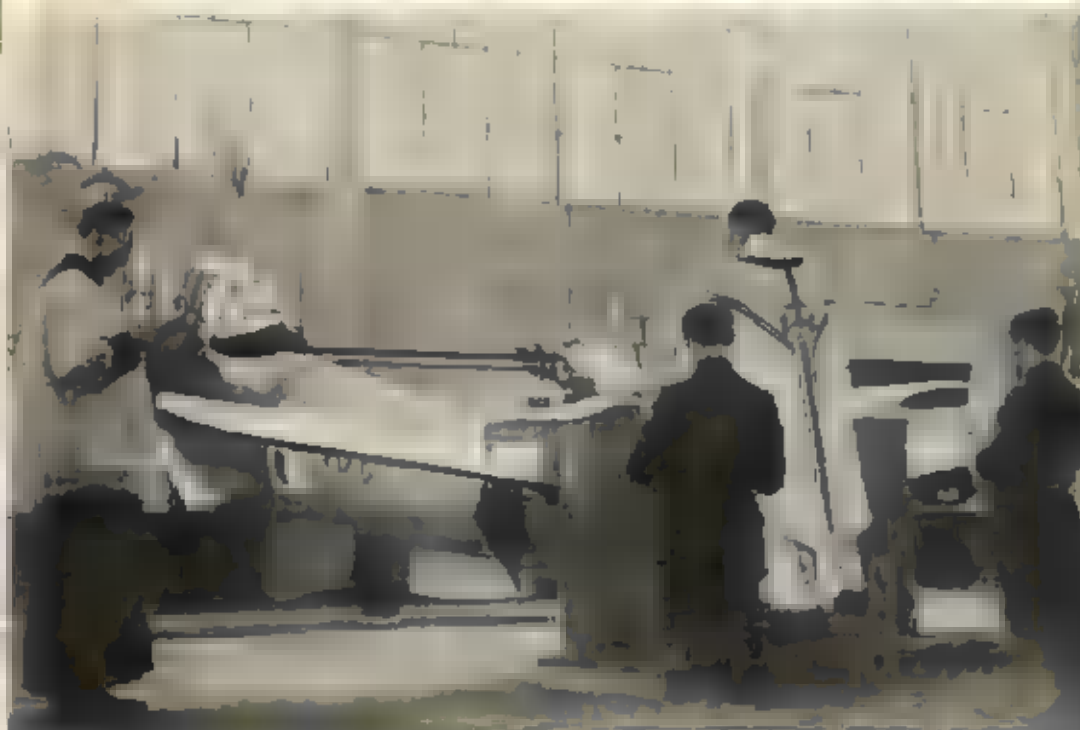




### THESE POLES WILL FIGHT AGAIN

Men of the Polish army and air force who managed to escape capture by the Germans, together with Poles living abroad, formed the nucleus of a new Polish Army which trained in England and France. Above, General Sikorski is seen reviewing Polish aviators. Left, a Polish priest holds a religious service for men of the Polish Air Force. Below, left, Polish gunners in training in France. Below, R.A.F. and Polish aviators, dressed and lowered during and evening at a training station in England.

Photo. Sport & Record L.V.I.



many were employed in the work of digging trenches in full view of the French on the Western Front. Their misery was such as to touch the hearts of some of the German countryfolk and from December onwards there were indications in the Nazi press that the subject of the relations between the Germans and their Polish bondservants was causing the Gestapo some concern.

Shortly before Christmas an official communiqué was issued under the heading, "The Enemy Remains in Poverty," in which the German public

The Enemy Remains in Poverty.

were reminded that it was "forbidden to help prisoners of war by supplying them with articles of food, clothing, money, matches, etc. It is forbidden in frequent public places accompanied by prisoners of war, or to accept from prisoners of war any gifts or articles of food." Early in January a decree was issued in East Prussia forbidding the population to maintain any kind of personal relations with prisoners of war—in restaurants, sitting at the same table or in the same room with them, inviting them to restaurants, and attending churches and religious ceremonies in their company. Prohibitions were not always sufficient, it would seem, and some were reported—no doubt as examples—of women being punished for little kindnesses shown towards prisoners of war.

Then in Field-Marshal Goering's own newspaper appeared on February 23, 1940, the following report, which may be left to speak for itself.

Hallestadt, 24.1.40. The German Front in Hallestadt was one who did not know how to keep a proper distance from 1,000 prisoners of war to their entertainment, carrying them out to him. One of the arrested, a man of 40, gave a pocket to a prisoner who Polish prisoner of war who was engaged in leading a car. It was sentenced to the death by the court. Another arrested 30 years of age was sentenced to four years in prison for having facilitated the correspondence between a Polish prisoner of war and his family, by allowing him to see his wife. A similar penalty was imposed on another arrested of 30 years of age for having given a prisoner of war a sweater and some cakes. Such sentences may seem perhaps too severe in relation to the offence committed. Nevertheless, they are not too severe. It is to remember the German Government is to remember the victims of Polish soldiers and leaders in September. Every Pole is an accomplice in these monstrous crimes. The death of the 24,000 will be over the German and the Poles. Every German who forgives this also forgives his nation.

It need hardly be said that the alleged murder of 58,000 Germans was an invention of the Nazi propagandists as justification for the German massacre in Poland during and since the conquest.

When the Nazis could no longer altogether silence the voice of reason, the tale of atrocity home by bottled lips they made a bold front. They insisted, they brazened it out that forced as in the case of the book entitled "The Horrific Battle of the Poles," which every person in Britain and France were surprised to receive through the press and still more surprised to find was Nazi propaganda of a most revolting kind directed against and not in favour of the Poles, and containing a ghastly series of photographs of the most singular in atrocity propaganda—photographs which, equally with the text, was at once denounced by the authorities in France as barefaced



WORKING WITH HIS CONQUERORS

The man shown in a machine factory was forced, after the Nazi occupation to work for his German captors under conditions which amounted to slavery.

forgery. The Nazis stood boldly and with gusto, as before in February Dr. Frank, the Governor-General of Poland, delivered to the foreign correspondents in Berlin a glowing account of Poland under German rule.

Never had the Poles been as happy and prosperous, according to Frank, and they had good reason to congratulate themselves on being spared the horrors and blood of a prolonged war. The Polish workers, he asserted, were delighted with the many improvements in their lot which had been introduced by the German authorities, and similar loyalty to the new regime was being shown in abundant measure by Polish school-teachers, civil servants, and municipal officials, judges and policemen. He admitted, in reply to a question, that the Poles had been deprived of their wireless sets, but this was because

their minds must not be troubled by listening to hostile foreign broadcasts. The Jews he went on, enjoyed the "same freedom of movement as the Poles," and marriages between Poles and Jews were permitted. With regard to heart he maintained that there was not a concentration camp to be found in the area under his rule, and what enemies of the Nazis called "looting of Polish treasures" was inspired in fact by the desire to put the pictures and sculptures in a place of safety.

Arthur Greiser, too, Gauleiter of Wartheland (or Poznan), was interviewed by the foreign journalists, and spoke in much the same strain as his colleague. There was no interference with the Polish clergy, he said—this was just at the time when the Vatican broadcast had stirred the sympathies of the world as they continued their services to their religious functions. Only when they embarked on what he described as "political" opposition was it found necessary to have them "removed." Even so, only one priest had been shot, and he had been properly tried and sentenced by court-martial.

Greiser proceeded to deny that Poles were being expelled from the annexed territory; only those were leaving who wished to live in the region of the Government-General. The incoming Germans were being settled only on country which had been abandoned by the Poles and on the lands which were Polish State property. In any case, he concluded, it was obviously physically impossible to expel 35,000 peasants who had their homes in his district alone, and even if it were possible as he would not do it, for in that case he was in such bad need of workers that he was unable to "spare more than a few to work in the Reich."

Such brave claims as these may have been admitted in Germany, where the better elements in the population gladly watched at anything which might lead them to believe that the Hitler's Trap horrible tales brought back by German officials and soldiers were exaggerated, if not altogether baseless. But outside Germany they were given but slight credence. In America, in particular, there was the most forthright, even bitter, denunciation of Nazi terrorism, and the utmost sympathy was expressed for, as "The New York Times" put it, the "helpless people caught in Hitler's trap, defenceless against the brutality of those who execute his orders."

Some there were who strove to escape from "Hitler's trap" into Soviet



#### READY FOR NAZI BOMBERS

The photograph above, taken on board the collier "Chatwood" in an East Coast convoy, shows the collier's gunner sighting his twin Lewis gun. Owing to the risk of attacks from the air, Admiralty orders to shippers of coal in convoy insisted that gunners should keep night and day watch, and should fire upon any unidentified aircraft approaching within a mile of their ship.

*Photo, Central Press*





#### THE NEAR EAST BACKS UP THE ALLIES

Though the Egyptian Army, like the British, has been mechanized, units of the famous and picturesque Camel Corps—above—will remain untouched by the trend of modern warfare. For with all their patrol work is an unequalled the Near East unit appointed generalissimo of the Allied forces in May, 1940, is well serving British troops.

(Photo: Photomontage. News. Black Star)





#### STRANGE VOYAGE OF AN OCEAN GIANT

In February, 1940, the Canadian "White Star Line" largest ship in the world, accomplished her maiden voyage across the Atlantic under conditions of the greatest secrecy. Above, the great ship is seen being hoisted at her New York pier. Also shown in the photograph are the "Queen Mary," the "Normandie," and the "Mauretania." Shortly afterwards the "Queen Mary" and "Mauretania" left America under sealed orders.

Photo. Fox

occupied Poland. The plight of these refugees from German-occupied territory was vividly portrayed in an account received by the Polish Press Bureau in London from a Pole who escaped from German-occupied Poland in February into the Soviet-occupied portion and thence fled to Hungary, and on to Italy.

About the middle of December, he wrote: "I found myself near Brest, close to the demarcation line between the Germans and the Soviet-occupied parts of Poland.

### Horror of Wleto Camp

The Germans have set up here a special camp for Jews. There were at that time several thousand Jews in this camp—men, women and children—and they had all been in forced labor for having illegally attempted to cross from German-occupied Poland into that part in Soviet occupation. Some were placed there in anticipation of an opening of the Ukrainian question bordering the Jews. The inmates of the camp were practically all of the poorest class.

"The great majority of them were living in the open, without any shelter whatsoever, and most of them had no winter clothing, although it was bitterly cold. While one half of them slept, the other half was waiting for their turn to sleep, because they had to hand part of their clothing to the sleeping ones, to keep them warm. Those who waited their turn to sleep were in the meantime tramping or standing about in order to save themselves from freezing. Hundreds of men, women and children were crowded up in the narrow trenches where they stopped; they would sleep. After a few hours they changed places. Hundreds went to sleep while other hundreds had to get up and tramp about. All were half-frozen, anyhow. They were half-crazy, desperate, hungry. A herd of wounded animals—not human beings. And this went on for weeks.

"I spent my last morning at this spot, which was paralyzed by the horror of the tortured, or killed. It was a nightmare, a hideous dream. I could hardly believe that the things I was seeing were really happening before my very eyes. In front of me there were numerous dead, emaciated black and thin, and red little creatures, who were not human beings at all. How German guards could look at it, I don't know. I shall never forget it. . . . never in my life have I seen anything so terrible.

"Tolerance was rapid slave to the looting of Polish art treasures. In fact, not only works of art—beats the objects of barbaric treatment, but national monuments, historic buildings, libraries, and museums—in short, everything which might be taken to represent Polish civilization, that offspring of Latin culture whose traditions reach back to the very beginnings of humanism in Europe. Against this Polish-Latin civilization the Germans declared and maintained an altogether merciless war.

In Warsaw the ancient castle of the Polish kings was partly destroyed; the Opera House was burnt out, together with a large number of the palaces of the Polish nobility; nearly all the churches were damaged to some extent; and even the resting-places of the dead



### FORCED COMPLIMENTS FROM SUBJECT POLISH

Dr. Hans Frank, the Nazi Governor of Poland, is seen above receiving a group of Poles in traditional costume. According to the German propaganda they had come "to render their good wishes on the occasion of Hitler's birthday."

Photo, International copyright, Paris

were ravaged by shells and bombs. But the accidents of war cannot be held responsible for the destruction of certain historic monuments by the invaders after the armistice had been signed.

Not satisfied with destruction, the Germans had their hands on the country's artistic treasures. Thus it was reported that the Royal Castle in Warsaw was stripped not only of its furniture and objects d'art, pictures, tapestries, and carpets, but even of its locks, door-handles, and central heating plant, on the ground that the ancient memorial of Poland's past, this historic symbol of the country and its capital, had fallen into an irreparable state as a consequence of the "unconquerable defense" of the city. The National Museum was looted of all its pictures, and the magnificent high altar (by Veit Stoss) in the Church of St. Mary at Cracow was transported to Nuremberg, and King Sigismund's Bell shared its exile. The churches of Poznan were similarly looted—indeed, it may be said that all the Polish churches were ransacked for anything of value. The libraries of the universities were also pillaged, and hundreds of thousands of books were carried away.

This rapacious spoliation was given official sanction by a decree promulgated by Dr. Frank, Governor-General of Central Poland, on December 21, 1939, which ordered the confiscation of works of art in all private and public collec-

tions as well as those belonging to the Church, on the pretext (as we have seen) of assuring their safety. Trustees were appointed who were empowered to take down declarations of the ownership of all works of art, even of the smallest collections, and release of information was punished with imprisonment. Thus after the Poles had been bereft of their fuel reserves, raw materials, clothing, furniture, money and jewelry, they now had the mortification of seeing their national treasures, those works of art which were the expression of Polish genius through the centuries, carried away to the galleries and sole rooms of the conquerors.

Everything which united the Poland of today with the Poland of yesterday, which linked her civilization with that of the West, seemed to arouse the Nazis' hatred. But, declared a Polish official statement issued in February, 1940, what the Germans cannot take away from Poland is her spirit and her language, living an immortal life in Polish literature, music and song; the enormous quantities of Polish books bought by the people since the invasion of their country was an indication of their resolve that the links with civilization should not be broken. "The researcher of Copernicus," concluded the statement, "the music of Chopin, the poems of Mickiewicz—these are the eternal values which the Gestapo can never take away from the Polish people."



# CZECHOSLOVAKIA IN NAZI HANDS: AN OCCUPATION THAT BECAME A CONQUEST

*Nazifying of the Czechs: Dr. Benes' Indictment—Persecution of the Educated Classes—Extirpating the National Spirit—Incorporation of Moravia and Bohemia in the Nazi Economic System—How Nazis Celebrated the Conquest Anniversary—Lord Halifax's Heartening Broadcast*

For the Czechs, as for the Poles, the coming of a new year brought no hint of better things. On the contrary, indeed, for the one people as for the other there was a multiplication of tragic circumstances, an intensification of the terror to which they were subjected. Czechoslovakia, it was true, had been spared the horrors of war; but the humiliations of a nation, of complete subjugation, of repression and oppression—these were here, in full measure. Equally with Western Poland and Austria she found herself included within the "living space" of the Nazi Reich, and every week that passed saw an intensification of the Nazi efforts to Germanize the country that for a brief twenty years had flourished as a free democracy in the heart of Europe.

There now was the pretense that the occupation was anything but a conquest.

Hitler's words of April 22, 1939—"that which the best and wisest Czechs have struggled for decades to attain is as a matter of course granted to this people in the National Socialist Reich—namely, the right to their own nationality and the right to foster this nationality to revive it"—had lost all meaning they had had. Perhaps they had dreamed of "cooperation" with the Nazis, but in the Nazi vocabulary cooperation worthy of the word has no place.

Not military conquest merely, but this added to economic dominance, but the complete destruction of the Czech national spirit—that was now revealed as the Nazis' aim and object in the Protectorate. So far as possible, the puppet government was quiescent in its action so that it became the mere

shadow of the department of the Nazi State Secretary, Dr. K. H. Frank. The President, Dr. Benes, was allowed to retain the dignity of his office, but he was little more than a figurehead. Klenauer von Nemeth, the Nazi Protector, was in fact

**Hitler's  
Futile  
Role**

as possible shuffled off the stage. At the same time everything was done to vilify the memory of President Masaryk, founder of the Czechoslovak State, and to tarnish the fame of Benes, his successor in the presidency; no efforts were spared to demonstrate that the constitution of the republic was "unworkable," and its unimpaired achievements other than what they really were. Fortunately, the continued existence of the local authorities in the towns and villages served as a brake on the Nazifying process, for in many cases they developed into nuclei of Czech nationalism.

Czech culture declined. Dr. Benes at the London Press Club on March 20, 1939, Czech culture, whose qualities had been

## THE IRON HEEL ON PRAGUE

On March 15, 1940, the first anniversary of the day in which Hitler seized Czechoslovakia, the Nazis staged a large-scale celebration. Below, German troops are seen marching past Baron von Neurath, the Nazi Protector, in Prague.

Photo: Reuters





acknowledged by the whole civilized world, was lay in ruins, crushed by the iron hand of the Nazi tyrant. The democratic Czechoslovak press had been abolished; in every editorial office there was a censor who would pass for publication only those articles which had received the approval of the German censorship. Indeed, there was literally no Czech newspaper, everything was dictated, ordered, controlled, superintended by the Gestapo. The same, he went on, was true of broadcasting. The whole information service was directed by the German authorities. Listening to the broadcasts of foreign stations was punishable with long terms of imprisonment, and the punishment for the spreading of news heard from foreign stations was death.

The universities were closed for three years following the patriotic demonstrations of October 28 and November 15 (see pp. 346-8). Only one university was allowed to function—the German; and so

**Closing of Czech Universities**  
no Czech could pursue the academic course of studies that would fit him to be a doctor, lawyer, judge, professor, engineer, civil servant, research assistant, or secondary school teacher. Many of the high schools were also shut. The Nazi authorities gave out as the reason that they were short of fuel.

The sale of books by the principal Czechoslovak writers was forbidden, and even their reading came under the ban. Orders were issued that the history books used in the schools should be carefully revised and re-written where necessary, in order to conform with the historical views of the Nazi theorists.

#### SLOVAKIA FETTERED IN DEPENDENCE

In March, 1939, Slovakia celebrated its first year of "self government." Above Slovak conscripts are being reviewed by the Slovak General Catto. Right, Dr. Joseph Tiso, President of the Slovakian Republic addresses the army. PHOTO, International Co-operation, London and Prague.

The educated classes as a whole were the particular objects of Nazi persecution. Priests and professors, politicians and civil servants, public officials of every grade and kind, members of the Sokol organization, ex-servicemen and students—do the hundred, even the thousand, they were placed under observation, arrested and consigned to prison or dispatched to the still more infamous concentration camps. The Gestapo were never idle, and they extended their reach to some of the most obscure and distant villages. Shortly before Christmas there was a great wave of arrests, following upon the alleged discovery of the existence of a vast, secret revolutionary organization, former officers of the Czech army, priests and students were rushed off to prison without the slightest semblance of a trial.

What scenes were enacted in the jails and concentration camps provided material for many horrified whisperings. Dr. Beneš, in the address mentioned above, told of one house in Prague which, according to reports reaching him, had "become a Gestapo torture chamber." He declared that "in the

basement of this house there has been established a regular system of the most brutal and cruel martyrdom of Czech patriots, politicians, scholars and officers.

We have here in London authentic reports about the Nazi system of police investigation and Gestapo torture in that house, and all that they relate about the happenings there since March 15, 1939, is simply incredible. Every political prisoner was questioned alone while he was at the same time physically tortured, beaten and humiliated, the whole under such conditions that hardly any left there without being broken for life. Many Czech officers received such treatment that they died under the blows of the Nazi police.



To extirpate all manifestations of Czech national spirit proved a far more formidable task than the looting of the national wealth of the Czech state and the Czech people, and the turning of the latter into slaves. All Czechs between the ages of 15 and 40 were made liable for forced labour service, and tens of thousands were dispatched to Germany. By one means or another the whole economic organization of the Protectorate was brought under Nazi control and in large measure into Nazi ownership. Within the space of a few months only all the financial undertakings, including, of course, the banking system, were appropriated by the Germans, the vast metallurgical industry, the Brno arms factory, the Skoda armament works at Pilsen, all so conveniently situated far from the Western Front yet near abundant coal supplies—were switched over from the production of arms for Czech defence to becoming an integral part of the German war machine, the textile industry was almost completely Germanized, the rich forests of Bohemia were stripped to provide timber for the Reich, Czech supplies of oil were commandeered,

Czech railway rolling-stock made to serve the needs of the Reich.

Individual businesses were driven into bankruptcy by the withholding of supplies by the German economic dictators; then followed reorganization under German control, in the course of which those Czech workers who were found to be "surplus" were dispatched to Germany, where there was a chronic labor shortage, and their places were taken by Germans, either from the Sudeten region or from the Reich. The arrival of the newcomers served as an excuse for the establishment of German schools and Nazi party cells in districts which hitherto had been exclusively Czech in their racial composition.

Speaking in Paris on January 24, M. Stephan Olszky, Foreign Minister in the Czechoslovak National Cabinet and Minister in Paris, referred to burning terms to what he de-

**Nazi Plan** suggested the attempt for Germanization to Germanize the entire population of the country. The aim of local industry, he said, the expropriation of public and private revenues, the total passive submission to the authorities—there were not sufficient. A complete plan was in existence whereby it was hoped to provoke an exodus of the population, or at least to divide it by a real or artificial German invasion, so that foreign countries should be hoodwinked into believing that portions of the Czech country had now a purely German character. Rumors from the Baltic countries or from Germany were being sent to take the place of the expelled Czechs.

On January 28 it was announced that as from the following April 1 the customs frontier between the Protectorate and the Reich would be abolished, and thus Bohemia and Moravia could be incorporated in the German economic system. At the same time a new customs frontier would come into being between the Protectorate and Slovakia. A fortnight later the Protector Baron von Neurath, announced a new series of measures directed against the Jews, who, as it was stated, "had failed to draw the necessary conclusions from the decree of June, 1938, which left them the opportunity voluntarily to sell their businesses to Aryans or to place them in the hands of Aryan trustees." The registration was ordered of all Jewish enterprises and Jewish shares in business undertakings—first step to the "Aryanization" of Jewish capital. All jewelry, gold, silver, works of art, and other treasures now in Jewish hands were ordered to be collected and sold through a specially appointed firm.

March 15 was the first anniversary of the day on which Hitler seized Czechoslovakia, and the occasion was chosen by the Nazis as one fit for celebration on a large scale. President Hacha dispatched a message of congratulation to the Fuehrer, in which he said: "Today's date reminds me that a year ago I found in your Excellency a full understanding for the Czech people in the Munich trial which it was then under-



#### CZECH LIGION FOR FRANCE

Members of the Czech Legion landed in England in May, 1940, to serve with the Allies in France. Above: Madame Benes, wife of the former President, is presenting them their colors.

(Photo: Central Press)

going. Having been taken under the protection of the Reich it has come to share valuable advantages. First, it has been spared the terrors of war, in spite of the fact that in the framework of the great German Reich it takes part in the present war. It therefore believes me today to pray for blessing and fortune for the glorious armies of Germany which protect the Czech people." Herr Hitler in his reply stated: "Your reminder, Herr President, of our first meeting a year ago has touched me deeply. (It was at this meeting, it may be recalled, that President Hacha was bluntly told by the Fuehrer that he must sign the surrender of his country or . . .) It is not the aim and intention of the German Reich to impose on the Czech people burdens which might threaten national existence

or bring their national conscience into conflict with the national necessities of the Reich. Therefore I hope that I shall succeed in sparing this part of the Reich the horrors of war. In this way the wisdom of the decision of Munich, 1938 (to establish a Protectorate over Bohemia and Moravia) is best proved."

The Nazi celebrations were spread over three days and began with an imposing show of military might in the Wenceslas Square in Prague. Baron von Neurath took the salute and by his side stood President Hacha and General Hselein, autonomous leader of the Sudeten Germans. Overhead roared squadrons of German warplanes. This was followed by a military tattoo at night in front of the Hradstir (Prague Castle). German military bands captured martial moods, and there were parades by German students. The Czech people were advised by the Prague wireless station as to the most fitting ways of celebrating the anniversary, but for the most part they refused to join the parades, to cheer the legions, to wave flags, or display banners and hunting.

Many may have listened overnight to the Czech news talk broadcast from London and have heard the message from Lord Halifax. "To-morrow," he said, "we will have passed

since the German A Message Fuehrer, in spite of his of Hope most solemn assurances,

proclaimed a Protectorate over your country and sent his troops to occupy your ancient capital. By that brutal and treacherous act Herr Hitler destroyed all faith in the pledged word of himself and of his Government. But the act itself is less brutal than the role of terror which has followed it. During the past year the world has learnt with indignation of the closing of your universities and schools, the arrest of your intellectual leaders, the systematic attempts to deprive your children of the educational facilities for which the country of Masaryk is justly famed, and to destroy not only the economic but also the spiritual life of your nation. That these attempts have failed is a tribute to your courage and to your unity in adversity, and in your determined struggle for freedom the admiration and sympathy of the British people go out to you in equal measure. It is with the firm resolve to secure your freedom that the Governments and peoples of the British Empire have taken up arms together with their Allies. It is their high purpose to right the wrongs which you have suffered, and to create a new Europe in which the recurrence of such evil will be made impossible."



# TURKEY AND THE ISLAMIC WORLD: WIDE-SPREAD INFLUENCE OF THE ANKARA PACT

*Leader of the Mahomedan World—Kemal Ataturk and Riza Shah Pahlavi of Iran—Iraq Comes Into the Bloc—Friendship of Afghanistan—Turkey Dismisses German Technicians—Settlement of the Alexandretta Question—Turkey's Influence in the East Increased—Position of Egypt—Feeling Against Italy*

**T**he outbreak of the Second Great War found Turkey, now ally of Britain and France (See Chapter 70) more than ever the leader of the Mahomedan world. Kemal Ataturk, by whose genius and will this nation of some 18,000,000 peasant-soldiers was welded together and built up into a Great Power, was recognized as the saviour of Islam, and his picture was to be found in huts along the Nile, the Tigris, and the Euphrates, as well as along the Amu and Syr-Darya. And by his skilled and enlightened guidance the nation he raised from the dust came to be accepted as the representative of Islam even though Turkey abolished the Caliphate and gave up her religious leadership of Islam.

Turkey's rise to strength and importance made her the focus of the Balkan Entente, in which, on account of her

**Focus of  
Balkan  
Entente**

friendship with Bulgaria — not a member of the Entente—she played a particular role. She

became the head, and centre too, of that almost unknown but highly important consortium of western Asiatic Powers built up after the Shah of Iran paid his state visit to Kemal in 1925. On this occasion for the first time the rulers of two outstanding Islamic nations—who for centuries had fought each other on religious grounds, in struggles every whit as bitter as the religious wars that devastated Europe—met and conferred. Both were "modern" men, self-willed, valiant and wise for their countries.

It may safely be assumed that Kemal Ataturk and Riza Shah Pahlavi did not talk of that old feud between Sunnis and Shias—the question whether Omar, the ~~successor~~ law, or Ali, the nephew, of the Prophet was the true Caliph, the lawful successor; rather did they discuss their interests in common, and the building up of forces that should prevent their countries being held again as pawns by more powerful nations. Spontaneously a strong friendship sprang up between Kemal and Riza Shah Pahlavi; they travelled back together along the first few miles of the new strategic road that was to link up their countries across the Kurdish mountains, south of

the Soviet border—a road later paralleled by a railway whose construction was begun. Soon there followed Turkish officers selected as instructors in military and aircraft technologies, and the bond was tightened. The alliance was also widened, for, in the good offices of Riza Shah, less than a year later Afghanistan joined Turkey and Iran; a Turkish military mission was sent, and Afghanistan received also a number of civil servants to help her in rapidly building up a modernized fighting force and an efficient administration.

Relations between Iran and Iraq had always been somewhat strained. Friction and shipping questions in the Persian Gulf, despite a treaty of friendship agreed in 1920. With Turkish help these difficulties were smoothed away; the Islamic bloc was unified over fifty million people. Both Iran and Iraq were closely connected with Britain on account of their oil supplies; both, much as they liked their independence,

knew that it was dangerous for a comparatively weak country to possess such treasures in its soil unless it were backed by a power strong enough to scare away marauders.

The Four-Power Pact of Stockholm (1937), culminating feature of a set of events intended to assert the independence and mutual friendship of the Mahomedan powers of the Near East, was not meant to be an option for one of the two groups in world politics which by then had arisen. Soviet Russia had helped Turkey in many ways during the most trying period of Kemal's fight for reconstruction, and the Moscow-Ankara treaty of friendship still held good. The Soviet, in 1921, had made an effort to wipe out the old feud with Iran by cancelling all privileges obtained under pressure by the Tsarist government. In the meantime, however, there had been many conflicts—the ~~one~~ in 1937, when Moscow had expelled 15,000 Iranians.



**IRAN AND TURKEY HAVE COMMON INTERESTS**

An important friendship in the East was cemented when Riza Khan Pahlavi, Shah of Iran, paid a state visit to Kemal Ataturk, the President of the Turkish Republic, in June, 1925. The Shah is seen in centre, in uniform; on the right is Ismet Inönü, who became President of Turkey on Kemal Ataturk's death.

*Photo, United News*

Afghanistan had felt herself menaced by her northern neighbour ever since Khiva, Bukhara and Samarkand were conquered by Russia between 1863 and 1873. If Russia should ever

#### Position of Afghanistan

overrun an attack upon India, then Herat or the ~~pass~~ the Hindu Kush would be her only approaches. Though Nadir Shah strove hard to give Afghanistan a modern and efficient administration and army, he was well aware that he could not successfully defend his territory in such a conflict between the Powers. During the four years of his reign Nadir Shah improved Afghanistan's relations with Britain. After Nadir's assassination in 1933 his brother, Mahmud Hashim Khan, directed the policy of Nadir's young son Zahir, who succeeded to the throne—pursued the same line, especially in trying to help the British authorities with the pacification of the North-West frontier.

Germany held an excellent position everywhere in the Near East just as long as she was powerless and obviously unable to pursue any fresh conquests. Her help in modernizing the civil administrations, improving communications, reorganizing armies and creating new industries was sought and appreciated. German aeroplanes opened up

wide stretches of fertile land to trade with the rest of the world; German engineers planned and built the new capitals of Ankara, Tehran and Kabul. German archaeologists excavated the treasures of old Asiatic civilizations that had gained a fresh importance for nations becoming conscious of their traditions. But all this was changed when the Nazi government began to show itself as a greedy and ravaging aggressor; Germany's intentions were clearly to be seen when Hitler concluded a "pact of friendship" with Moscow. All the old and latent misgivings were aroused and intensified, and there was a profound distrust of Germany's aims in aiding the Mohammedan countries. During the First Great War that distrust had been awakened by the innumerable mistakes of imprudent Prussian officers, who, ignorant of Eastern psychology, had shown an often crude or overbearing neglect of time-honoured customs and religious rites. This distrust turned into scorn and contempt when Imperial Germany was defeated, and it took some years for a new and republican Germany to win back enough credit for her efficient organizers to be welcomed again.

Turkey was the ~~last~~ of the Sarsheed powers to see the "writing on the wall." She cancelled contracts with Germany



#### PREMIER OF AFGHANISTAN

The premier of Afghanistan (above), H. H. H. the Sadat Mahmud Hashim Khan, in conjunction with his young and energetic King Zahir Shah, his nephew, was responsible for many far-reaching reforms.

*Photo: White World*

for building ships, munition factories and public works; she dismissed German advisers and instructors, and finally she erected into an alliance her traditional friendship with the Western powers. The importance to the Allies of this last decision cannot be over-estimated. True, Iran is larger than Turkey, and her population is almost as numerous. Afghanistan, too, has about

#### LIFE-LINE OF MODERN WAR

Of vital importance to the Allies ~~was~~ the pipe-line which ~~carries~~ petroleum from the oil fields of Iran to Syria and Palestine. Below, a great pipe-line is seen under construction in a district remote from all civilization.

*Photo: P. N. S.*





### ANGLO-EGYPTIAN COOPERATION

In the years leading up to the outbreak of war Egypt's army was augmented and modernized and her defenses strengthened. Photographs in this page show: King Farouk of Egypt (above); top right, British troops in training along the Suez Canal zone; below, an Egyptian anti-aircraft gun, manned by a crew wearing the old combination of turban and gas mask; below right, a British and an Egyptian sentry standing on guard side by side at Merut Matrasi, on the Egyptian coast.

(Photo, top right: P. N. A.; Illustrated France; Henry Lubet)







### THE BORDERS OF TURKESTAN

Here was stretch of empty country on the borders of Iran, Afghanistan and Turkestan, where Afghanistan had for many years felt itself the great power of Russia. In 1907 a pact of solidarity was signed between Afghanistan, Iran, Iraq, and Turkey.

Photo, 1907, Longley, Ltd.

two-thirds the area and population of Turkey; but bordering on the Far East as she does, and concentrating on the unification efforts of the Hagan, Hashim Khan in reorganizing her into a modern nation, she seems to be less affected by European affairs. Turkey is the leader of the group, and has gained in prestige the more as she has come into European affairs. Thus the understanding with France in July, 1923, that gave Turkey possession of the Alexandretta area twelve months later, was not only the last stage in the rehabilitation of Imperial Turkey, who had emerged from the Great War as a dismembered and crippled rump state, but a symbolic action taking her once more into the innermost council of the world Powers.

The position of Egypt, that important Islamic state with a population of 16,000,000, was very different in 1940 from its somewhat ambiguous status in 1914. Since the rebellion of Arabi Pasha, in 1882, Egypt had been under British military occupation, which had

at first been termed "temporary." Its khedive ruled the country for his suzerain, the Sultan of Turkey. On the entry of the Ottoman Empire into the war against the Allies, in October, 1914, the position had to be cleared up; the ruling khedive was replaced by his uncle, a man more amenable disposed towards Britain, and Egypt was proclaimed a British Protectorate, with its own sultan. The country settled down to its new status, and the Egyptian army assisted to police the borders of the Sudan, besides cooperating in other ways in the defence of the country.

After the war Nationalist feeling demanded a measure of self-government, but failure to reach an agreement caused delay in the rectification of Egypt's status. Eventually, in 1922, the Protectorate was terminated and Egypt became an independent sovereign state under its own king. Certain matters were reserved to the British Government—the security of communications, defence against foreign aggression, control of the Sudan—but five years later,

in 1926, a treaty between Britain and Egypt finally closed the chapter of the past. Henceforth the Sudan was to be under joint control; British military occupation was to be limited to the Canal zone; in the event of war Egypt would become an ally of Britain.

Thus the outbreak of the Second Great War found Egypt standing at the side of Britain as an ally and no Islamic country was more gratified and pleased by the alliance with her former suzerain, Turkey.

Turkey's influence upon her Mohammedan friends and allies might at first appear to have been lessened by her upward progress and her entry into the ranks of the Great Powers. True she had done away with the Sultanate, and had abolished the Caliphate—that spiritual domination she had been supposed to exercise by virtue of Mahomet's sword and standard deposited in the Eyub Mosque in Istanbul. The religious leadership of Islam had then fallen, in a way, upon Ibn Saud, that fierce Arabian ruler of Arabia, while the question of a formal new investiture with the title of Caliph was left in abeyance. But Oriental peoples, with

all their conservatism, religious zeal and deep mysticism, are fundamentally realistic. They have realized, indeed, that even a jihad, or "holy war," can lead to defeat if it is waged on the wrong side, and that a country can be successful only if all the means—man and material resources—are mustered according to modern requirements. Thus a degree of compromise was attained, even in such countries as Saudi Arabia, that permitted clear and bold decisions in emergencies such as the new Great War—a decision that in this case was in favour of the Allies. The cause of Britain and France was espoused everywhere between the Umm al Qufra in the Libyan desert, where the Sheik of the Senussi gives his religious rulings, and the sources of the Amu-Darya in the Pamir chain; between the lower course of the Tigris in the north and Bab el Mandeb in the south.

The results were manifold. One of the first was the disappearance of those protracted "troubles in Palestine" featured for years by German and Italian money and fomented by emissaries of the Axis Powers. As if by magic Arabs were henceforth able to live together with Jews and to show readiness and even enthusiasm for voluntary service with the British forces. The Franco-British army in Syria impressed the Arabs as every display of power im-

presses Oriental minds and was a tangible proof of the Allies' readiness and willingness to back up their friends. The Arabs felt that their "protectors" France and Great Britain—protectors in a sense quite different from that implied by a Nazi protectorate—were able to save them from the hands of another Tamerlane who would treat their lands as colonies and themselves as slaves belonging to a minor and despicable Semitic race. The growth of such feelings, together with Turkey's prompt and unambiguous decision, brought to the Allies no fewer than a hundred million more men, despite all that Hitler and Mussolini might do to bully, bribe or coerce them into neutrality. This strong support from the Islamic world has aided the Allies in safeguarding the Dardanelles and the Suez Canal and in maintaining the land and air routes to India. The Eastern Mediterranean can be closed to aggressors, and Africa as a whole becomes a forbidden land for the enemy.

Italy might still hold ambitions for her own "Empire", but if she were to go to war against the Allies she would soon feel the whole weight of Islamic opposition from within and without. Her conquest of Albania, her Mahomedan country in Europe, forfeited whatever credit might have been won to Italy by her clever propaganda and the money and armaments distributed in Palestine and elsewhere. Further, the



VICEROY OF THE NEJAZ

Above, Prince Faisal of Saudi Arabia is seen inspecting British aircraft during a visit to a British air station at the close of the Palestine Conference in 1939.  
Photo, R.C.

Saudi, powerful and mysterious overlord of Arabia, seemed to take a strong dislike to Italy's "patterning" in Yemen; he would hardly tolerate much independence on the part of the elusive Emir Yahia, ruler of Yemen, if events should provoke a conflict.

To sum up, as a result of the friendship of the Arab world and the fact of the Franco-British alliance with Turkey, the Allies could count on the aid and sympathy of 70,000,000 people in the Near East.



Country	Area in sq. mi.	Population
Pakistan	419,000	10,000,000
Iran	1,100,000	10,000,000
Afghanistan	332,000	12,000,000
Yemen	100,000	3,000,000
Egypt	400,000	15,000,000
Somalia, Syria, Trans-jordan	100,000	5,000,000

In addition, there would follow in the wake of this leading group Saudi Arabia and the Mahomedan communities in an area stretching, for example, the Dutch East Indies. We cannot even exclude Mahomedan communities in countries "beyond the fence"—in Italian Libya, Russian Turkmenistan and Uzbekistan. This favourable position can be contrasted with that existing during the First Great War when this entire body of support was essentially on the side of the Central Powers, or was at best divided in its loyalty.

# TURKEY: GUARDIAN OF THE NARROWS AND KEY TO THE NEAR EAST

*Turkey of Today—Effect of the Nazi-Soviet Pact and the Rape of Poland—The Anglo-French-Turkish Treaty—Fears that the Red Army might invade Central Asia—The 1938 Treaty—Turkey Sought a Rapprochement in the Balkans—Naval and Military Forces of the New Turkey*

Of all the many comparisons that may be drawn between the Second Great War and the First there is none more striking than that of the position of Turkey. From the early spring of 1915 until the opening days of the following year the two great Western nations who were allies then and are allies now battled furiously against the Turks, who, then as now, held the vital gateway of the Dardanelles. For generations to come men will be unable to forget the names of Anzac and Suvla and Helles without the constant hero of admiration for brave men fighting against tremendous difficulties. A picture comes to mind composed of naked rocks and blistered scrub of men struggling upwards against a withering hail of bullets, of valor of epic quality but doomed, alas, to failure. There was one August day when victory was only a hand's breadth away, but before it could be grasped a

man named Mustafa Kemal came. So it came to pass that in the dead of night the soldiers of the invading army slipped away and Gallipoli passed into the hands of its old masters.

Years went by and, to quote the vivid phrase of H. M. Nevitson, "the peninsula where men of our race had faced the almost suffering, hardship and pain, the almost terrors of death was to be haunted by memories the crowded caverns in which they had made their dwelling-places fell in, the trenches they had dug and held to the death crumbled into furrows; the scattered homes that once so much in the morning returned to earth."

Then a strange thing happened. When war had come again to Europe, Turkey had lost Britain support of her cause and an avowed was granted in effect by a few strokes of a pen when on October 10, 1919, Turkey took her

place beside her old enemies Britain and France and pledged herself toward them to the utmost of her art of government should bring the full of war to the shores of the Mediterranean.

Not a quarter of a century elapsed between the evacuation of Gallipoli and the conclusion of the Anglo-French-Turkish entente. The intervening years brought many changes. In 1918 no sultan lived in Constantinople. Twenty-three people sat on the throne and Yusef Kemal had been caliph both had been

the reforming hand of Kemal, or Ataturk as he was officially styled, and Constantinople—now Istanbul—had taken second place to Ankara, which, only a few years before, had been a provincial town of the Anatolian Empire. From the main arena of life

Istanbul had been disestablished; the fez had been banned, and so, too, the woman's veil; polygamy had been frowned upon, pictures put on a new basis, education fostered by the introduction of the Latin alphabet instead of the cumbersome Arabic. Finally, for the misgovernment of older days there was substituted a system which, though not totalitarian after the Nazi or Fascist model, was decidedly authoritarian in which power was monopolized by one party—the People's Party—and the ultimate power resided in the hands of the President of the Turkish Republic. Ataturk followed upon his death in 1938 by General Ismet Inönü.

Yet in one respect at least Turkey is as she was. Today, as a quarter of a century ago and for centuries before that, she is the guardian of the Narrows—the Dardanelles—the Sea of Marmara, the Bosporus—which link the Mediterranean with the Black Sea. The forts which barred the entrance of the Allied warships in 1915 still command the Straits and not a vessel passes to or from the ports of southern Russia, Bulgaria, and Rumania without her permission. Astride that channel she holds in her hands the key of the Near East. From the First Great War there was a determined attempt to wrest that key from her hands. By the abortive Treaty of Sevres the Straits and their hinterland



TURKISH LEADERS FROM MOSCOW

Courtesy of M. Sarajoglu, the Turkish Foreign Minister, and the Turkish Government with a view to examining "proposals of common interest" began on October 25, 1923, and ended on October 18, 1924. Negotiations broke down when Turkey refused to sign a pact with the Soviet Union which would have recognized Turkey's commitments to England and France.

Above, M. Sarajoglu is seen landing at Moscow on the return.

Photo, Fox





### TURKEY TAKES NO CHANCES

Broadcasting to the Turkish people on February 22, 1940, M. Kephik Saydam, Turkish premier, announced that Turkey, after intensive preparation during the preceding twelve months, was ready to face any eventuality. He said a Turkish field gun in front of a mosque during A.R.P. exercises in Istanbul.

*Photo, Associated Press*

to be put under the control of a Commission of the Allies, but at Lausanne in 1923 least managed to retain for Turkey her full territorial rights over Constantinople, although the Straits themselves were the subject of a convention which provided for the demilitarization of the shores and islands and for the free passage of merchantmen, ships of war, and aircraft both in peace and war.

Thirteen years later, however, the Montreux Convention authorized Turkey to fortify the Straits, limited the number and size of foreign warships allowed in peacetime to enter the Black Sea from the Mediterranean and, while it left the decision as to the opening or closing of the Straits in wartime to the League, awarded Turkey full discretion in the case of a war in which she was a belligerent. Thus Turkey was reconstituted the guardian of the Dardanelles.

This was the position when the political balance of Europe was upset in the autumn of 1939 by the conclusion of the Nazi-Soviet pact, followed by the invasion and partition of Poland. For some months Turkey had been negotiating an anti-aggression pact with the Allies and also one of non-aggression with the Soviet Union with whom, in fact, she had been on most friendly terms since the conclusion of the Treaty of Moscow in 1921. In September, 1939, Turkey's Foreign Minister, M. Sarajoglu, had gone to Moscow to settle the

terms of the new pact, and was confronted by the proposal that Turkey, in return for this pact, should agree to close the Straits to all foreign warships hostile to Russia, even though they were pro-

posing to enter the Black Sea in accordance with the provisions in the Montreux Convention. M. Sarajoglu refused to consider this proposal. Molotov at length agreed to withdraw the clause, but on the day appointed for the pact's signature he hesitated—probably because of pressure from Berlin.

Sarajoglu returned to Ankara without the agreement, and a few days later, as mentioned above, on October 18, the Anglo-French-Turkish pact was signed in Ankara by Dr. Havik Saydam, the Turkish premier, and the British and French ambassadors; also present were the Allied Commanders in the Near East. Some mention of this step, what was hailed as an outstanding success for the Allies—has been given in an earlier chapter (see page 201), but here we may deal with the matter at greater length.

Announcing on October 19 the signature of the pact, Mr. Chamberlain reminded the House of Commons that on the previous May 12 the British and Turkish Governments had agreed to conclude "a definitive long-term agreement of a reciprocal character in the interests of their national security." Subsequently it had been decided that this long-term agreement should take the form of a tripartite treaty between Great Britain, France and Turkey, and



### ALLIED AIR CHIEFS IN ANKARA

Invitation of the Turkish Staff, Air Chief Marshal Sir William Mitchell, Commander-in-Chief of the R.A.F. in the Middle East, and General Jeanneaud, Commander of French Forces in Syria, arrived in Ankara in March 1940. They are passing the guard of honour on their arrival.

*Photo, United Press*



### TURKISH VISITORS TO BRITAIN

In the Spring of 1924 a party of Turkish Members of Parliament were distinguished personalities visited England. Above, Colonel Edhem Bey, Turkish Military Attaché, is seen conversing with a colleague and a British official during a visit to the Aldershot Command.

Photo: Fox

agreement on the terms had been actually reached some three weeks earlier. Signature was postponed, however, as it was hoped by the Turkish Government that the visit of the Turkish Minister of Foreign Affairs to Moscow might result in the conclusion of a parallel treaty between Turkey and the Soviet Union. The negotiations in Moscow had been temporarily suspended, however, as the Turkish Government felt that certain of the proposals which had been made to them could not be reconciled with points which had already been agreed between Turkey on the one hand and Britain and France on the other. "Saxtonholme" contained the promise: "It has been announced both from Moscow and Ankara that Turkey's relations with the Soviet Union since the end of the war rest on a foundation of friendship."

Shortly after the Premier's announcement the text of the Treaty was issued as a White Paper. It consisted of nine Articles and two Protocols. The first six Articles are quoted as full:

I.—(1) In the event of Turkey being involved in hostilities with a European Power in consequence of aggression by that Power against Turkey, the Turkish Government and the Government of the United Kingdom will co-operate effectively and will lend it all aid and assistance in their power.

II.—(1) In the event of an act of aggression by a European Power leading to war in the Mediterranean area in which France and the United Kingdom are involved, Turkey

will co-operate effectively with France and the United Kingdom and will lend them all aid and assistance in its power.

(2) In the event of an act of aggression by a European Power leading to war in the Mediterranean area in which Turkey, France and the United Kingdom are involved, France and the United Kingdom will lend them all aid and assistance in their power.

III.—(1) In the event of the assistance given by France and the United Kingdom to Greece and Rumania by their respective declarations of April 28 1919, coming to terms, Turkey will co-operate effectively with France and the United Kingdom and will lend them all aid and assistance in its power, in the event of France and the United Kingdom being engaged in hostilities in virtue of either of the said guarantees.

(2) In the event of the United Kingdom and France being involved in hostilities with a European Power in consequence of aggression committed by that Power against either of those states without the provisions of Articles II or III being applicable, the High Contracting Parties will immediately consult together.

It is nevertheless agreed that in such an eventuality Turkey will observe at least a benevolent neutrality towards France and the United Kingdom.

V.—Without prejudice to the provisions of Article III above, in the event of either:

(1) Aggression by a European Power against another European State which the Government of one of the High Contracting Parties had, with the approval of that State, undertaken to assist in maintaining its independence and neutrality against such aggression; or

(2) Aggression by a European Power which while directed against another European State, constituted, in the opinion of the Government of one of the High Contracting Parties, a menace to its own security;

the High Contracting Parties will immediately consult together with a view to such common action as might be considered effective.

VI.—The present Treaty is not directed against any country, but is designed to ensure France, the United Kingdom and Turkey of mutual aid and assistance in case of aggression should the necessity arise.

Article VII states that the provisions of the Treaty are equally binding as bilateral obligations; and Article VIII the High Contracting Parties engaged in hostilities in consequence of the Treaty declare that they will not conclude an armistice or peace except by common agreement. Article IX is concerned with the question of ratification. In the two Protocols the first states that the Treaty comes into force from the moment of its signature, while the second undertakes that the obligations undertaken by Turkey in virtue of the above-mentioned Treaty cannot compel any country to take action having as its object, or involving as its consequence, entry into armed conflict with the U.S.S.R.

After the Treaty, as before it, Turkey was a neutral, but her neutrality so far as the Allies were concerned was friendly. The guardian of the Straits was not at war, she hoped, indeed, to be able to preserve not only her own peace but that of south-eastern Europe. In particular, she hoped to maintain her good relations with Soviet Russia.

Those relations looked for the time to be "cordial" rather than "cordial." Turkey could not forget that her wildest ally was now a partner of Nazi Germany, and had not been loath to share the spoils of the iniquitous and entirely unprovoked and unwarranted attack on Poland. The Kremlin, on the other hand, deeply regretted the Ankara pact, the more so when the signs multiplied that ere long the war might be extended to the region of the Black Sea, whether by a German onslaught on the Balkans via Rumania, or by an Allied counter-attack which might find a target in the Russian oilfields of the Caucasus. When the Russians attacked Finland, fear of war in Turkey increased, for it seemed that the Soviet under Stalin had embarked on a course of imperious expansion on fanatical Marxist lines.

As the Finnish struggle drew to its climax there were many in Europe who prophesied that very soon the war clouds would be gathering over Turkey. Russia, it was suggested, having settled with her neighbour in the north-west, would turn to the south-east and reach out across the Caucasus into Asia Minor and beyond.

But those suggestions failed altogether to upset Turkish equanimity. The Turks refused to believe that any real military threat would materialize far beyond the Caucasus, for not only is the country rugged and mountainous, but the roads



### FIGHTING STRENGTH OF MODERN TURKEY

The photographs in this page show: 1, a Turkish anti-aircraft section in training; 2, cadets of the Turkish Army Military Academy at Ankara at motorcycle training; 3, Marshal Fevzi Çakmak, commander-in-chief of the Turkish forces; 4, the Turkish destroyer Kocatepe; 5, a pupil of the Eskişehir Air College, Turkey, about to take off.

*Photos, by special permission from the  
Warrent News*







## EARTHQUAKES CAUSE HAVOC IN TURKEY

Havoc was caused in the Turkish province of Karaman by two devastating earthquakes in November, 1939, and January, 1940. Above, Karaman (left) (shown in each case) in charge of the Karaman district, visiting one of the wrecked houses.

(The, 1939)

are low and poor and were considerably weakened, if not destroyed, by the earthquakes of December, 1939.

In the light of the campaign in Finland, the Turks considered that the Soviet troops could not operate successfully so far from their bases in Iran, still Afghanistan and India. Far more likely, it was thought in Ankara, was a Russian demonstration in the Caucasus with a view to sailing down the Turkish forces while the Red Army, with or without the support of the Nazis, invaded Romania with the ostensible object of recovering Bessarabia.

Not without reason Turkey came to regard her own safety as bound up with that of her allies in the Balkans, Greece, Rumania, Yugoslavia, and Czechoslovakia.

Those in her ranks did not forget that in the days of the Great War the country had been dragged behind the Kaiser's chariot in an attempt to fulfill the Pan-German dream of a vast dominion which would stretch from Berlin to Baghdad. That dream they knew well, had appealed to the Nazis as to their predecessors of a generation before, and hence Turkey played a prominent part in seeking a compromise between the Balkan countries with a view to presenting a firm front to any aggression from without.

In spite of Moscow's increasing coolness, Turkey in the New Year increased her efforts to preserve peace in her

corner of the world, but at the same time she was not neglectful of her own defense. From the onset of the war the Government strove to safeguard the country's resources, and a determined effort was made to loosen Germany's economic hold on the country.

In the past place the Dardanelles, and it by the Ankara Treaty she joined the Allies in active cooperation then they might confidently expect the country would be open to the attacks of their fleets.

Turkey's army, too, was excellent, composed as it was of nearly 200,000 men, with a new potential of 500,000. It could not fail to make an invaluable contribution to the Allied strength in the Near East. The Turkish Navy was in a different case, composed as it was of two light cruisers, a number of smaller vessels and the battle cruiser "Yavuz" (formerly the German "Goeben"), taken over in 1914, which nevertheless ranked as the most powerful ship in the Black Sea, with a personnel of some 6,000 men. Of late years an extensive program of modernization had been embarked upon, and money had been expended in money was made available for the purpose. Here, Turkey might help in the control of the Black Sea.

That was in the event of war in the Balkans, would be the primary im-

portance, for access to from Batumi to Constantinople and the tankers conveying Russian oil from the wells at Baku to Germany via the Danube, while the Russian wheat ships for Italy.

If the Black Sea were under the control of the Black Sea.

These commercial streams might be dammed, and, moreover, the Soviet Union would expose a long coastline to the attacks of the Axis powers. Small wonder that in a fit of nervous Stalin gave orders that forces on the Russian shores of the Black Sea should be put in an état de défense, for a landing in the Crimea or, still worse, in the Caucasus—would be of the most serious consequence to the Soviet's military and economic situation. Furthermore, with the supply of oil from Russia's principal oilfield cut off, Nazi Germany's war potentiality would be immensely reduced while that of the Allies would be correspondingly increased. Moreover, it should be remembered that Turkey herself is rich in raw materials—oil, minerals and so on—which she hardly began to be seriously exploited.

In the spring of 1940, then, Turkey stood on the edge of the abyss. Well she knew that at any moment she might be called upon to fight for her security, even her continued existence as a nation; and her friends and neighbors alike were agreed that when that moment came her troops would fight with the same valour that has ever characterized the exercise of the Turkish arms.

# THE SEA AFFAIR, MARCH, 1940: BEATING THE MAGNETIC MINE

*The 'Queen Elizabeth' Goes to New York—How Secrets of Magnetic Mine were Probed—De-Gaussing Our Merchant Ships—Anti-Submarine Successes—Loss of the 'Omaha'—Ineffectual German Air Attack on Scapa Flow—British Trawlers Hit Back—Mr. Churchill on the Price of Neutrality*

**D**URING the month of March, 1940, the depredations of the Germans on merchant shipping diminished so much that the British losses were the lowest since the war began, and indeed one whole week went by without the sinking of a single British ship. Whenever the Germans did strike their attacks were countered. I said on Scapa Flow ineffectual Bombing and machine-gun attacks on trawlers continued to be repulsed by hardy seamen armed with small but effective weapons. The Germans again suffered by far the heaviest losses.

The arrival and departure at home ports of one or two notable ships showed how completely the Royal Navy now held command of the sea. The aircraft carrier "Ark Royal," repeatedly "sunk" by the German propaganda department, arrived in perfect trim at Portsmouth, having steamed 18,500 miles, the giant "Queen Mary" and the "Manhattan" left the security of New York harbour, while the newly completed 85,000-ton "Queen Elizabeth" reached that security after an uneventful crossing of the Atlantic (see illus. pp. 700 and 708). It was learnt that this latest triumph of Clyde shipbuilding had been fitted with a special safety device against magnetic mines.

These mines were laid by the Germans by submarines and other means, quite early in the war. On November 2, 1939, a German aircraft was seen to drop two in the vicinity of Shoeburyness.

**Mines Laid by Aircraft**

One of these fell on the beach and when

later it was closely examined its unusual importance was instantly recognized. Next day a party from the Mine Experimental Department of H.M.S. "Vernon"—the torpedo school at Portsmouth—arrived to inspect the mine and by 1.30 a.m. had taken paper rubbings of its outside fittings. Special tools of non-ferrous materials were made, and at midnight Lt. Commander J. G. O. Querry, of H.M.S. "Vernon," volunteered to go out by himself and dismantle the mine by moonlight. He left with the party details of the exact parts which he

proposed to remove first. Thus, had this mine exploded, those who came after him would have some clue to guide them in tackling the next one secured.

Lt. Commander Querry first removed a fitting which he took to be the detonator, and then, working all day until 4.40 p.m., he and his party slowly dismantled this perilous machine, removing its outer plating and several other fittings. At one point in their hazardous investigation they were startled to find yet another detonator. In the late afternoon the mine was pronounced safe enough for removal to the Mine Experimental Department at Portsmouth, where every secret of the devilish device was revealed. The mine weighed about 1,500 lb., and it was estimated that whereas a submarine could lay between 20 and 40 at a time, an aeroplane's load would be limited to two. There was nothing unusual in the nature of the explosive, of which about 700 lb. was used. The novel feature was the magnetic

device for setting off the detonator. This comprised a delicately poised magnetic needle which was deflected when a ship came near the mine; by this means an electrical contact was effected thus closing a circuit and firing the mine. For his skill and courage Lt. Commander Querry was awarded the D.S.O. and one of his assistants, Chief Petty Officer Bahlwin, the D.S.M. Not long afterwards C.P.O. Bahlwin met his death in the course of his perilous work.

When the news was issued that the "Queen Elizabeth" had arrived safely in New York on March 5, it was stated that she had been fitted with a non-magnetic grille, consisting of current-carrying electric cables running right round the ship, following the line of the hull round the upper deck and bulwarks. Other details were secret, but the effect was to neutralize the magnetic field of a steel iron ship and thus render it unable to affect the magnetic needle of the mine. The system was spoken of as de-Gaussing, from Gauss,

## MYSTERY CABLE GUARDS GIANT LINER

When the "Queen Elizabeth" reached the security of her New York home following her secret crossing of the Atlantic, it was learnt that she had been fitted with a safety device against magnetic mines. The arrows in this photograph show the de-Gaussing cable, as it was termed, running round the liner.

(Photo, Associated Press)



the unit of magnetic force, named after the scientist, K. F. Gauss.

The device could be fixed to a ship of any size from a yacht to a liner and was quick and cheap to install. Its installation on many hundreds of ships was quickly made possible—as also, that is, as wooden ships from the moment of the magnetic mine.

While the protective measures of the British Navy were everywhere lessening the toll of casualties, there was no slackening in the offensive against the Nazis, and although the Admiralty possessed its customary stores in the matter of U-boats known to have been sunk there is no doubt that at this time a number met their doom.

On March 1 an aircraft of the R.A.F. attacked an enemy submarine in the Schilling Roads, off the German naval base of Wilhelmshaven, and almost certainly destroyed it.

**Note of** The aircraft was an  
**a U-boat** reconnaissance duty

when the submarine was sighted in shallow water on the surface. Four bombs were dropped, one of which registered a direct hit between the conning tower and the stern. After the attack the submarine was seen to be enveloped in a cloud of greyish black smoke, with only the upper part of her conning tower visible in the water. Again, on March 11, a British reconnaissance machine was on duty over a strongly defended area of the Heligoland Bight when the pilot

spotted a submarine, 1,000 feet below him, moving slowly on the surface. Attacking immediately from a height of 500 feet, he registered two direct hits out of a salvo of four bombs. This pilot, Squadron Leader Dolan, was awarded the D.S.O.; Sergeant Gunning, the pilot of the earlier exploit, received the Distinguished Flying Medal.

One of the most thrilling stories concerned a century light, lasting 17 hours, in which the trawler "Northern Spray" chased a U-boat to its doom. The small ship, having detected a submarine, dropped depth charges with such effect that the U-boat quickly came to the surface. It immediately opened fire with its gun, and the trawler fired in return. The U-boat then made off with all possible speed, working up to 10½ knots. The trawler, which had never before done more than 15 knots, was hit by the U-boat's shells and the crew began to flood the engine room. The hero of the occasion was the chief engineer, who, standing in water, forced up the trawler's speed until it drew closer and closer to the submarine. Throughout the chase shot after shot was exchanged. Eventually a lucky hit sent the U-boat to the bottom. The skipper was able to bring his ship home. The chief engineer, Mr. G. J. Westerton, was awarded the D.S.M. (See photo, page 726.)

One further story of the month illustrated the detection efficiency of the "Able" device—an abbreviation



#### GERMAN MAGNETIC MINE

Above is a diagram showing the mechanism of a German magnetic mine similar to that seen on page 725. The mine, which is 4 feet long and 1 foot in diameter, weighs 1,200 lb. It is released from aircraft at low altitude, and the parachute attachment prevents the delicate mechanism from damage by stabilizing the shock with which it enters the water. The hydrostatic valve can be set to allow the mine to become live at a predetermined depth.

of Anti-Submarine Detector Indicator (ASDI). An enemy vessel was in company with a convoy when, at 11 o'clock on the morning, while passing through a thick fog, a motor launch in the convoy was torpedoed. After a few minutes' delay contact with the submarine was obtained by means of "Able," the instrument which Mr. Churchill described as "impalpable fingers groping beneath the surface of the sea." Depth charges were dropped, but failed to bring the submarine to the surface. The hunt continued, and the escorting vessel again gained contact by "Able" and dropped more depth charges. Still the submarine did not appear. About two o'clock two destroyers appeared on the scene and joined in the chase, and they in turn were joined by a French destroyer. At 2:30 the submarine was sighted at two miles. Shots were fired but the U-boat received the actual coup de grace from the bombs of a flying-boat which had taken up the attack. The German crew had abandoned the submarine, but the captain was rescued.

What with North shipping bottled up in German harbours, and the policy of scuttling all ships that seemed to be in imminent danger, British submarines had little chance of retaliation. But on March 29 it was announced that the German ship "Haddorheim"

#### R.A.F. CATCH U-BOAT UNAWARES

This remarkable photograph, taken from an attacking R.A.F. aircraft in the Schilling Roads, shows a German submarine about to submerge following the unexpected appearance of British machines. On the horizon can be seen her 3.5-inch gun. This U-boat, a 500-ton vessel, was on exercise at the time of the attack.

(See page 726) Photograph by the Royal Air Force.







#### THE KING IS SHOWN A MAGNETIC MINE

The secret of the German magnetic mines was soon discovered by the British Mine Experimental Department. Above, Lt. M. G. King is seen inspecting the first magnetic mine salvaged in this country. With him is Lt. Comdr. J. G. D. Curry, D.S.O., who was decorated for the skill and courage with which he undertook investigations upon the mechanism of these weapons as related in Chapter 74.

*Photo, Topical*



### ENGINEER HERO

G. L. Westhead, first Engineer of U.S.S. Albatross, "Northern Spy," was severely injured by enemy shells and the engine room flooded, but he forced the speed until the overtaken and sank the raider. He was awarded the D.S.M.

(Photo: Bureau of Naval Affairs)

(4,247 tons), sank to the bottom on March 24 while on the iron-ore route from Narvik to Germany, had been sunk by the British submarine "Urolo." "Urolo," it will be remembered, sank on December 14 torpedoed a 5,000-ton German cruiser of the Königsberg class. A few days later the British submarine "Tern" attacked and afterwards sank the German coal ship "Alfred Hugo Stumm IV."

Several German ships were scuttled by their crews, the largest being the "Albatross" (5,216 tons), intercepted by a British warship in the North Atlantic and the "Albatross," North Atlantic liner "La Chama" (7,411 tons), intercepted by a British

cruiser in Northern waters. On March 25 an aircraft of the R.A.F. Command in reconnaissance attacked and sank an enemy patrol vessel.

Losses were suffered by H.M. tankers and at various times the Admiralty announced the sinking by mine of the "Marta," the "Perla," and the "Loch Amater." With the loss of the "Marta," sinking of this class of vessel had up to March 16 amounted to 15, vessels all being vessels taken by the Admiralty from the fishing fleets at the outbreak of war. Nine of the total were mined and some reported missing, probably also mined these were sunk as a result of damage sustained from mines or torpedoes discharged by hostile submarines and one was lost through collision. The most serious loss amongst merchant shipping was that of the British India liner "Albatross" (18,141 tons), sunk by a German Heinkel bomber in the English Channel between four and five on the evening of March 2. The bomber dropped four bombs, three of which struck the ship instantly killing a considerable percentage of the crew and on deck. On March 2 the British Indian liner "Albatross" was released by the German Government and was being requisitioned. Not content with bombing the ship, the pilot machine-gunned the helpless passengers lined up on deck waiting for rescue—then rendered more difficult by the darkness of the night. The ship was hit by British vessels on the coast of the 100 who were then taken to the hospital ship "Albatross" (p. 10).

On March 17 the German attempted a major aerial attack on the fleet at Scapa Flow—the 100 more than on October 16 and 17, 1939. It was singularly unsuccessful: no anti-aircraft objectives were hit. There were seven casualties to naval personnel, and one warship was slightly damaged. One civilian was killed and one wounded. The incident was the subject of a highly coloured semi-murder on the part of the "Victorian" (p. 10) which was that they had inflicted £22,000,000 damage at Scapa), and the Prime Minister had called upon to make a statement in the House on March 17. The German, he said, had claimed that they had damaged at least three battleships, one cruiser and two other warships. The facts were that only one battleship was damaged—she was not a capital ship, and the damage was of a minor character. Not more than 20 bombs were dropped on the fleet and the real difference between this raid and the raids which preceded it was that for the first time bombs were dropped on land.

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Not more than 20 bombs were dropped on the fleet and the real difference between this raid and the raids which preceded it was that for the first time bombs were dropped on land. During this attack 121 high explosive bombs and some 500 incendiary bombs were dropped on land. A small village, Bridgford Wath on the shore of the Loch of Stronness on the Orkney mainland, felt the full force of the raid. It was here that James Baxter, a Orkney engineer, was killed when an exploding German aircraft unloaded 12 high explosive bombs, for the enemy seemed bent on a retreat from the first 10 ships' batteries, 100 defences 100 fighter aircraft.

British tankers continued to use their weapons with great effect against

### Fierce Attack on Scapa Flow

### NAZIS SCUTTLE ANOTHER SHIP

The German cargo ship "La Chama" (7,411 tons) was scuttled by her crew after being intercepted by a British warship. The ship was carrying coal and a general cargo and had been on a voyage from the North Atlantic.

(Photo: Bureau of Naval Affairs)





#### FRENCH TROOPS IN THE SYRIAN DESERT

At the outbreak of war an immense Army of the Levant was assembled in the Near East as a latent threat to any attempt by the Turkoman overlords to move in that direction. The Islamic world stood firmly behind the Anglo-French Turkish alliance, resolved to block any aggression. Above French Colonial troops are seen on the march during manoeuvres in Jebel-ed-Liban, on the borders of Jordan.

*Photo, Nicolas Choussat de L. Lema*

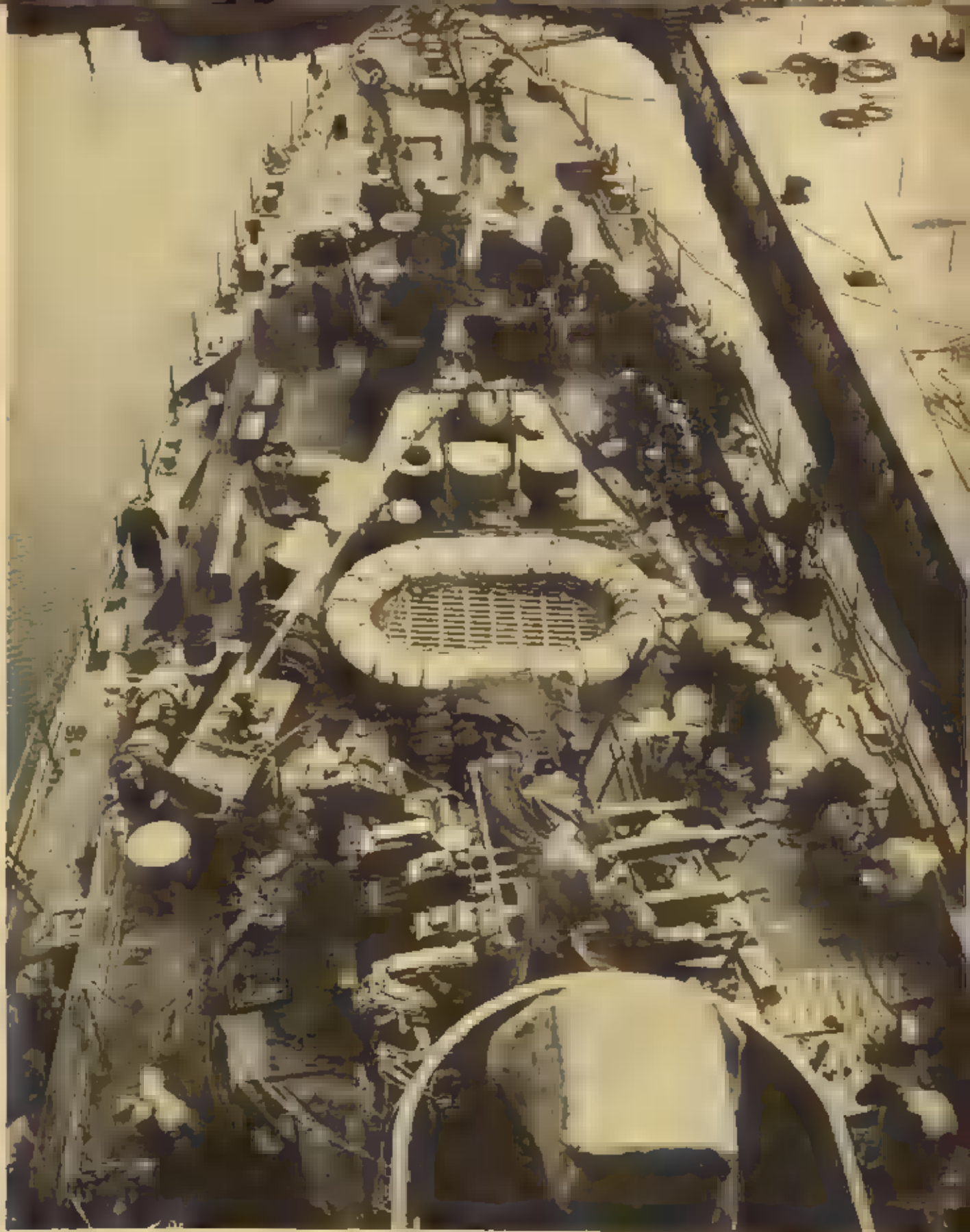




#### PALESTINIANS ARRIVE IN FRANCE

The cause as the Allies was opposed by virtually the whole of Islam. The Palestine troubles, so carefully watched by enemies of the Axis Powers, vanished, and Arabs and Jews combined their differences to help Britain. Above is a contingent of the Palestine Labour Corps arriving in France for service with the U.E.F. It contains both Jews and Arabs.

*British Official Photograph. Crown Copyright.*



#### THE CRUISER 'COVENTRY' IS HOME FOR REFIT

There is much to be done when a warship returns home after a long spell of arduous duty. All the engines, armament and gear are overhauled, and ammunition and stores replenished, while the ship's company enjoys a well-deserved spell of leave. In this photograph of the bow of H.M.S. 'Coventry,' seen in overalls are seen overhauling the hulls of anti-aircraft guns on the deck.

*Photo: Reuters Press*



#### "SPOTTER" FOR THE FRENCH NAVY

Autogyros were used by the French navy for reconnaissance purposes, since this type of aircraft is capable of hovering over a defined area. It can land in very restricted space, such as the deck of a warship. *Autogyro* is a collective of *autogyros*. *French Navy* is seen on the landing platform at an airfield near Toulon.

*Photo, Frank Fisher*





### SOUTH COAST VICTIM OF NAZI AIR RAID

The British ship "Bamball," above, was bombed by enemy aircraft off the South coast in March, 1940. Four of her crew were killed and several injured. The vessel remained afloat for some days.

Photo, Fox.

German bombers. On one occasion, about the middle of March, three trawlers fishing in the North Sea (the "Caster," "Queen," and "Montana") were attacked by three Heinkel bombers. One aircraft dropped a bomb near the "Queen," and then opened fire on the "Caster." The skipper of the "Caster," Mr. J. H. Davidson (who on his return to port recently declared that no German raiders were going to prevent him fishing), ordered the ship's gun, with the third hand to help with the loading and the mate at the wheel. When one of the bombers dived towards the "Caster," Mr. Davidson opened out, firing 80 rounds straight into the nose of the Heinkel, which finally made off. The attack lasted altogether 20 minutes and Mr. Davidson replied to every burst of fire until his ammunition was gone.

Another trawler fishing off the South coast on the night of March 20 had the heat of a fight with a Nazi bomber, which when last seen by one

### Trawlers

the

of the crew, was struggling to rise from about 10 feet above them. The latter

man described how in the distance they had heard gunfire and explosions and then suddenly three German aircraft had appeared, one of which the formation and circled to attack them. The German bomber circled six times and dropped six bombs, all of which missed. It then proceeded to machine-gun the vessel, but the trawler's gun replied. In the end the enemy bomber, which then made off, gradually losing height. Towards the end of March the

"David M.," a motor-launch of 300 tons, was attacked by torpedoes dropped from aircraft.

This comparatively new form of weapon was quite unsuccessful on this occasion. Captain Dawson of the "David M." described how he saw a torpedo fall from one of three German aircraft flying low in the vicinity, and

watched its track as it passed between his boat and another coaster, the "Charles." It hit the shore and exploded. Another aircraft dropped its torpedo. Captain Dawson judged its direction and speed, swung his helm over, and dodged it. In all, three torpedoes were dropped without doing any damage; and when the skipper brought his machine gun into play he got many shots through the fuselage of one aeroplane, and eventually the three Nazi raiders flew off.



### BRITISH RESCUE DUTCH SEAMEN

Mr. Churchill, in his broadcast of March 30, 1940, referred to "eight rescued Dutchmen rescued after six days' exposure in an iceberg by a British ship." The Dutch vessel in question, which was bombed and machine-gunned by the Nazis, was the fishing boat "Pionier." One of the crew is being carried ashore from the British submarine "Unity."

Photo, Times.

On Saturday, March 30, the First Lord of the Admiralty made a grand and apocryphal address on the progress of the war. Addressed more particularly to the neutral nations, it fore-shadowed an intensification of the struggle. Not especially concerned with events at sea.

#### Heavy Price for Neutrality

Mr. Churchill did, however, refer in one or two instances to the heavy price the smaller nations were already paying for their one-sided neutrality. During the last fortnight of March, he said, fourteen neutral ships had been sunk and only one British ship. In all nearly 500 neutral ships had been destroyed and nearly 1,000 neutral seamen had been slaughtered. The First Lord recalled how, the day before, while sailing from a British submarine some carrying ashore on stretchers eight wounded Dutchmen whom they rescued after six days' exposure on an open beach. Dutch airmen, in the name of impartial orthodoxy, were shooting down a British aircraft which had lost its way.

The Dutch submarine in question belonged to the merchant trawler "Pentima" (202 tons), which with a crew of twelve, had left Yarmouth on March 14 for its fishing grounds. One of the survivors described how their signals were answered by German aircraft with a shower of bombs, one of which struck the bridge and killed the skipper and mate. "As we made for our boat," he continued, "the Nazis



#### ARK ROYAL RETURNS

photograph taken at sea the aircraft carrier "Ark Royal" returning to Portsmouth after a long and eventful voyage. This gives credit proof of the failure of German propaganda which had so often "sunk" her. Below is a view of her berth, the White Range, looking over her flight deck.

dived and machine-gunned us, but one was hit. The lifeboat was not programmed and the drinking water was found to be unusable. In the result, without food or water, these wretched men drifted for days. On Easter Monday the British submarine "Unity" sighted them and, keeping in touch all day, rescued them when night fell.

A episode of a different kind, but more the less dramatic, was that of the captain of the British ship "Barnoll" (3,430 tons), who was wounded when a

German torpede struck his ship in the English Channel. Four of the crew were killed and Captain O'Neill suffered fractured ribs, a fractured arm and injuries to his left shoulder. In this parlous state he found, when the crew left the steamer, that he had been overlooked. He managed to roll his way along the deck to his burning ship and he reached the forward end. With a tremendous effort he succeeded in grasping the rope of the ship's bell with his teeth and set it ringing. He at last heard shouts from a tug which was standing by, but this could not get alongside because of the fire, and Captain O'Neill was eventually rescued by a lifeboat.

A final word should be said about the return to home waters of the aircraft carrier "Ark Royal." Four months after month the Germans declared that this ship was at the bottom of the sea. When the "Ark Royal" reached Portsmouth during March, Vice-Admiral Wells, commander of the Portsmouth

#### Return of Ark Royal

maining Aircraft Carriers, said that the Germans dropped a few bombs, and the biggest, one of about 1,000 lb., came near enough to make the crew believe they were overboard.

The Commander of the "Ark Royal," Captain J. J. Pinner, described how the ship had been in other incidents. On one occasion an enemy submarine discharged two torpedoes at her. The marksmen underestimated the speed of the aircraft carrier, and missed by about 100 yards. "Thereupon," added Captain Pinner, "the destroyers arrived, regarding this as an unfriendly act, sink the U-boat."



#### MAURETANIA UNDER SEALED ORDERS

The new "Mauretania" made her first trip to New York on June 27, 1939. She left the New York berth in the spring of 1939 for an unknown destination. Photograph shows her sailing through the Panama Canal. Her stern guns clearly visible.

Photo: Associated Press

## FRANCE AWAITS THE ONSLAUGHT: PREPARATIONS IN THE FIRST THREE MONTHS OF 1940

*Speed-up in French Aircraft Production—Heavy Artillery—The Technique of Reconnaissance Along the Maginot Line—Drastic Economic Decrees—Political Unrest—Secret Sessions Again—Fall of Daladier's Government—Reynaud as Premier—War Aims Declared—Men and Machines*

The policy of the Allies on the Western Front had clearly emerged by the end of 1918 as one of waiting and watching for a German onslaught, while continuing to build up ~~up~~ of military and ~~the~~ power. The protracted resistance of Finland to Russia's further attack upon her independence contributed to the uncoordinatedness of German strategy for the time being, because there remained a possibility of the Allies being able to send effective reinforcements to the gallant little Finnish army before the spring, and this would have been an eventual threat to Germany's northern front, the western Baltic. Besides these strategical considerations the almost universally severe winter weather of January and February, 1919, imposed a further degree of inactivity on the Western Front. Even aerial maintenance, as well as the operation of ground patrols, had to be reduced to a minimum on both sides.

During the prolonged fall lull, the French troops were strengthening their positions at front of the Maginot Line and developing a technique of reconnaissance. The French Navy continued its offensive collaboration with the British to maintain and tighten the blockade, greatly assisted by its own air arm. The French air

**Along the** force kept constant watch  
**Muginos** above the country's front,  
**Lane** and when combined with  
German machines was  
made it was usually the enemy who  
enforced loss, or else he kept well  
backed his small force. France  
virtually the entire civilian population  
was now mobilized for war, with the usual  
material consequences for the produc-  
tion of equipment and armaments.

Comparatively little was published as to the last aspect, but it became known that the French genius for war was already evolving new machines. By the spring, for instance, the French aircraft industry had hopes to turn out pursuit planes faster than the much hated Messerschmitt 110, and the Air Ministry announced that more production to the maximum need would be attained by the early summer of 1944. Chief among these new craft

was a small and improved Morane single-engine, multi-gun fighter, and its evolution typified the rapid development of both the British and French aircraft industries after the Munich crisis of 1938. This development had reduced the handicap of the Allies as compared with the Luftwaffe by the beginning of 1940, and to some extent had cancelled the Germans' former superiority, though their rate of production was said still to exceed that of the Allies. Here, however, the factor of American supplies counted. Although the deliveries of complete machines from the United States had as yet not been on a large scale, it was known that France had greatly speeded up her output of new 'planes by fitting aircraft with American engines. This applied in the most important degree to new French bombers.

A characteristic development in the French artillery was noted in February by Richard Capell, "Daily Telegraph" War Correspondent, as he watched the

great gun tractors taking up temporary positions. The French had organized "nomadic" batteries which could go at surprising speed across any sort of country, to take up a new position and open fire upon an enemy artillery position. After a swift bombardment they moved away, so that the German guns had no fixed position to shell.

"The whole performance is a wonder of amplification," wrote the *Capital*. "With a few minutes of the speech all is ready. Thus the orator seems to exhaust the capacity of his lungs and all at once. Within a fraction of an hour there have been changes in the number and sometimes in the form. It is then as much as you can do not to cry out broken up again and again. The speaker makes all, and is as comfortable as the pages of the *Times* during. The series of action has hardly ceased existing, and there is the same as the only signs that the speaker has been there."

Also waiting behind the lines for their day to come were the new "moving fortresses," 76-ton tanks carrying six machine-guns and a French 75 mm. gun placed low between the tracks to



WAR POSTERS OF FRANCE

The French poster on the left <sup>1918</sup> was issued by the Ministry of Munitions. On the right is an anti-Germans poster, showing a German eagle on the telephone wire, with the warning "Take care! He is listening!" It is interesting to compare this with similar British exhortations illustrated on page 226.

Pinak, Wick Wood, Avenue Terrace





### AMERICAN BOMBER IN THE SERVICE OF FRANCE

Above is a Douglas bomber, an American aircraft used by the French Armée de l'Air. Machines of this type played a great part during the Battle of France in breaking the enemy's communications and destroying armored columns.

Photo: American Consulate Photographs, 22, rue...



### FRENCH FIGHTER AIRCRAFT

Below fighter planes above are Morane bi-wing monoplanes with underscarriages. Their armament consists of a shell firing through the structure and machine-guns. They have a maximum speed of about 200 m.p.h.

Photo: American Press

front. Like all the French tanks, they were protected by a special armour plating. The French heavy artillery proved to be a match for anything the Germans possessed, and before the spring of 1916 the common output of the French foundries included more of their great 400-mm long-range guns. Beating the British naval 18-in. guns, they could place a ton of high explosive thirty miles away. Even more important than the 400-mm gun, the French had in production one a long while before the spring a heavy howitzer of 320 mm with a new device.

Though little was heard of the French Navy's activities, the importance of its collaboration with the British fleet during the months of tightening blockade could hardly be exaggerated. Nearly one-third of the U-boats sunk had been destroyed by French naval units, and not one French warship had been lost through enemy action though a cruiser and three patrol vessels had been acci-

dentally destroyed. Throughout the first eight months of the war France had continued naval shipbuilding at full speed, and by the spring had constructed her output of superiority over the Italian navy. Of her four 35,000-ton battleships building, the "Richelieu" was said to be ready for active service by the end of April, some two months ahead of schedule; another was almost ready, and the remaining two were well advanced. This relative naval power of France was a most important factor in securing the Allied control of the Mediterranean whatever new turn of policy might replace Italy's "non belligerency." Altogether there were at least 200 new warships building in French yards at this time.

During the winter some few combatants, and these in small units, were actually engaged at one time out of the millions massed behind the tremendous German and French fortifications on the Western Front. But, though small

and local, the frequency of these patrol operations in front of the main lines made up a considerable amount of specialist activity, in which the French were known to acquire a characteristic technique to meet German cunning.

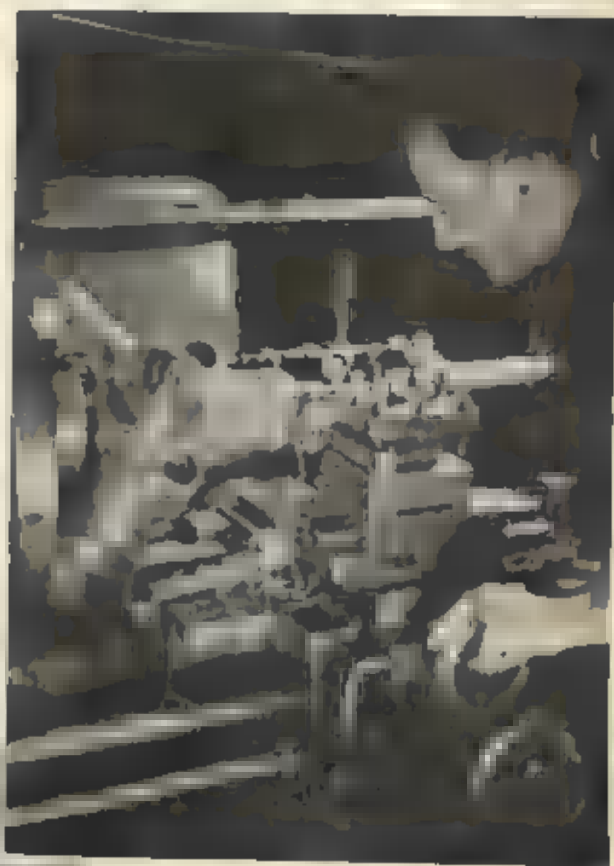
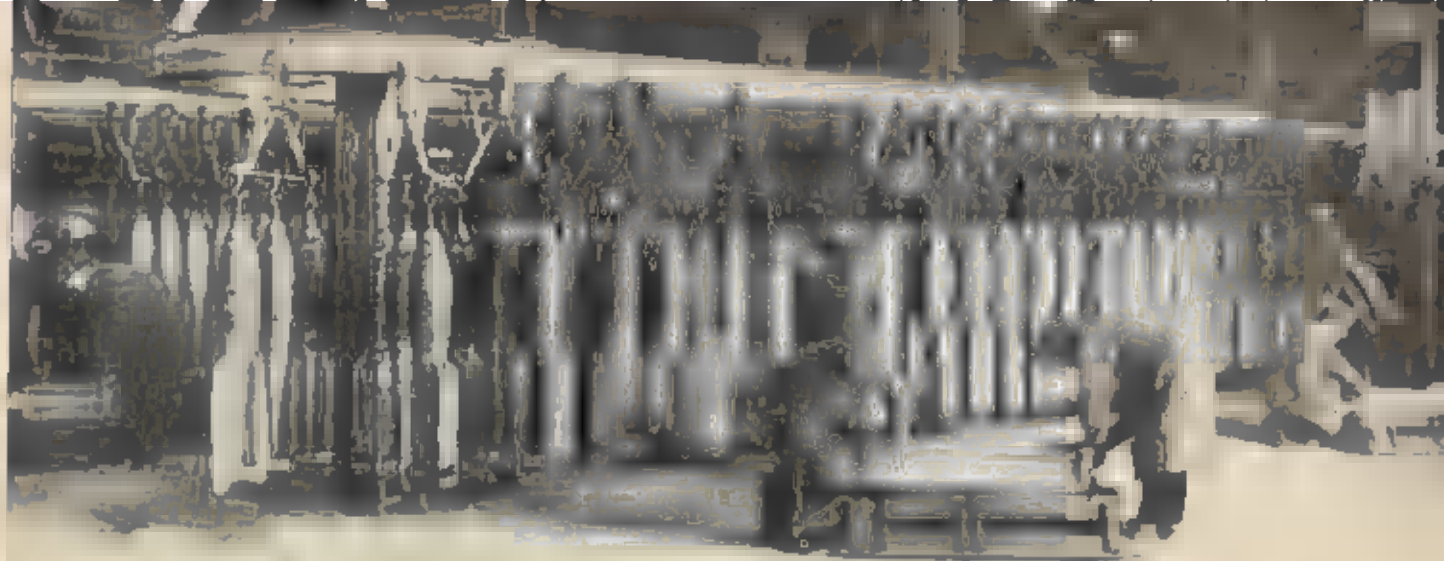
The activity of the reconnaissance posts in front was not suddenly ceased, even in the severest weather; just as behind the lines the movements of guns, the varied work of supply, the organizing of tunnelling centres and big battle parks, and the constant movements of troops continued without a pause. In the open country adjoining No-man's-land a peculiar guerrilla warfare was going on all the time, both sides ever alert for a surprise. An example of the French methods was afforded by the reaction to the innumerable tricks of the Germans with land-mines. Every French reconnaissance unit included one or two men who had developed an intuitive sense of danger in the presence of a mine; their special flair in the search for these deadly traps resembled the good journalist's "nose for news."

In the words of a French captain, quoted by Alexandre Aronow in "La Revue de Paris" (December, 1934):

"Marsen can smell the things. You see him when he goes over there, on the edge of the stream? I was just going to sleep on the floor mat when Marsen caught me by the shoulder and stopped me. I would have been a 'gunner' otherwise. We're vigilant, and there was the trap, sure enough. I tell you the Germans. We have to keep our eyes open. The danger here is an old one, we are not caught by that one way more. And we have to look out for the ball game in the church, the enemy's cage, the fish, the dog, and the watch chain. Naturally we give no good as we get."

"I found myself alone with my men. Unfortunately, I had no automatic weapon, my automatic rifle having been damaged. I sent for one, but it was a long time coming. In the distance I could see the enemy approaching. They were firing with a red flame with a blue tail. I estimated the range: 1,500 metres. I stood. If I was within the line, I thought, I shall know I have got the right range. The blue flame off. Good. No I ordered my men to fire with a slight lag. Between each man, so as to imitate machine-gun fire. 'Ce n'est pas si bon. A red flame, a new class of machine gun.'"

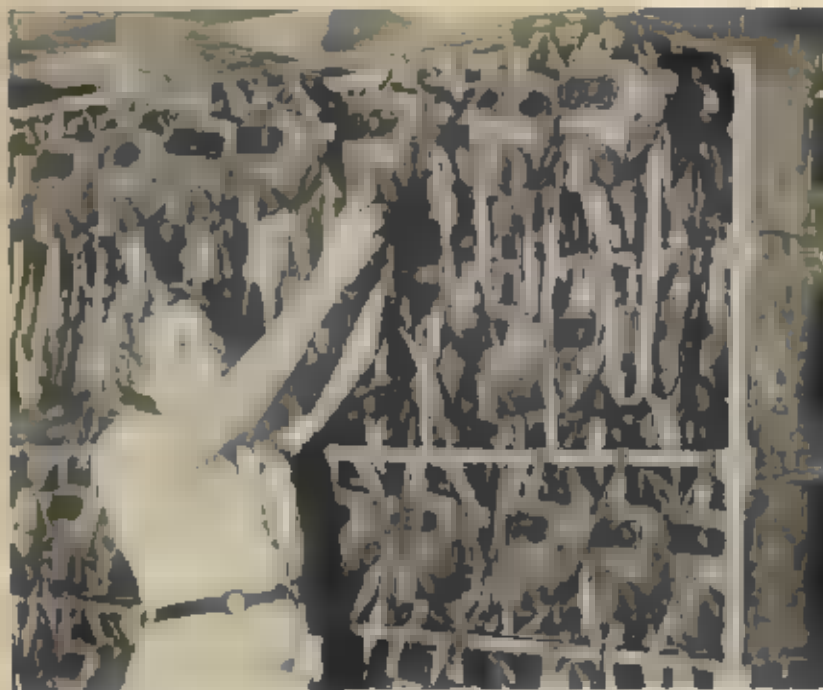
"You remember I was telling you of the night we did work. Well, at dawn I sent three men to right and left. They came back. No German on the left, one on the right. I realized we were in the air, and probably surrounded. . . . We kept along in single file. We caught sight of four Germans and carefully searched them. And then we found a whole lot of 'Prisoners' in front of us, talking about with rifles aimed over their shoulders, often declaring that they had let Frenchmen in their war. 'Carefully and slowly' was written on one towards them, and when about ten minutes elapsed they all came and several men at almost point-blank range."



#### WAR INDUSTRY IN FRANCE

The top photograph shows tooth bombs being painted, dried and packed before delivery to the French Armée de l'Air. Above, a stage in the manufacture of aircrafts and bombs. Centre left, completed aircrafts; left, an underground aircraft factory in France, constructed sixty feet deep beneath the countryside. Our photograph shows the system of air conduits installed all along the walls.

*Photos, Ernest Née, Sport & Ground*



## FRENCH WOMEN AT WORK

French women played a major part in the outcome of 1918. Top left, a store of gas masks, which French girls turned out at the rate of thousands per month. Top right, a Frenchwoman working on the land. These were mothers and husbands facing loss, mobilized, the women of France took their place in the fields. Right, a training establishment for armament workers. Most of these girls were formerly in the millinery business, hence the flowers on the work-bench.

(From P.M.A.—Buckley)

We took advantage of their supplies, and made for our lines. We could not find the way in the snow at first, so I had him dig steps with fresh rolls of bandaid wire. At last we made a clearing, but no land visible there, and the Britons were all as open. I had three pale wounded three girls whom I was forced to leave there if I was not to scold the whole group. It really makes me laugh.

\* Anyway, we finally got clear, the machine guns had started up, and so it was difficult for our men to distinguish us from the Britons. I spoke a hundred times on the end of my rifle and shouted. Then, between two hundred feet, we caught it."

The immensity and industry of the French troops at the front were reflected in the energetic calmness of the French population, working as if the country had become an enormous factory and farm. On the last day of February, 1918, the French Government announced a series of economic decrees that covered many phases of the national effort. It involved a unified control of the war supplies, of agriculture, and of all economic and financial organizations. The gold reserve of the

Bank of France, totalling 250,000,000 francs a week, was to be revalued to bring it into line with the value of the franc against dollars and pounds.

The beginnings of direct price control were indicated, with also the promise of the issue of bread cards to the next future. By way of economizing on wheat flour, it was to be mixed with a proportion of bean flour. Bakers and pastrycooks had new regulations to observe, and the pastrycook shops were to be closed two days every week.





#### FRENCH HEAVY ARTILLERY

The photographs in this page show typical heavy guns that were standard in the French arm. Top left, a 155-mm. gun, during battery exercises; top right, a French heavy gun on a special type of tractor mounting with caterpillar tracks which was intended for use against tanks; in the lower photo a 240-mm. howitzer on rail mounting has just fired. In English measurement 155 mm. corresponds to just over 6 in., and 240 mm. to 12 1/2 in. calibre.

*Photos, United News. Courtesy of French Government General Information*

On one day each week no alcoholic drinks were to be served, and petrol consumption for civilian purposes was to be further restricted. Certain credits were promised for agriculture, now brought under more direct Government control; and the farmers and farm-workers now requisitioned by the Government totalled some 15,000,000.

One of the new decrees forbade the engagement of any more agricultural workers in new factories, for France's agricultural production remained the

backbone of her strength. In the essential industries capital and labour were working together under the Government right and day in mending shifts, and the worker was putting in 60 to 70 hours a week. An immense recruitment of women to industry had taken place.

It was estimated in January, 1940, that the output of munitions already amounted to more than twenty times the peak French production during the previous Great War, when France at the

beginning lost many of her best factories and mines. Even since the beginning of the war the French A.R.P. for civilians had been imposed less severely than that of Britain, although the degree of danger from enemy raids upon the towns was probably much greater. Paris had recovered from the initial shock to anti-air activities, in spite of the gaps in personnel. Her cafes, even after paying an hour's extension of time, had to close at midnight; taxis remained scarce, the Metro closed

down at 11 p.m., and private cars were limited. Yet throughout the winter Paris was busy providing food and drink and entertainment. Kerm's opera continued at the Opéra House and the Opéra Comique, and the theatrical fare was far superior to that in London.

Both the disorderliness and the controlled energy of the French people had to be maintained by a careful watch on political reactions, whether to Government decrees or to enemy propaganda. France remained essentially a democratic country, and

French Yellow anticaricature powers of her Government depended upon the intelligent consent of a people convinced of the necessities of war. Thus it was that French statecraft and diplomacy laboured more intently than ever and it is significant that in the best quarter of 1940 the most memorable developments of France's activity were in the diplomatic sphere.

Foremost was the French Yellow Book, the counterpart of the British Blue Book concerning the diplomatic exchanges leading up to the war with Germany. Before the middle of January, 1940, the first edition (of 35,000 copies) was calculated, and another of 100,000 in the press. And before the mid-March this publication had broken all records in the sale of diplomatic reports, with a total up to date of 575,000, of which 100,000 were in the original French, 14,750 in English, 10,000 in Spanish, and 5,000 in Portuguese, with some abridged versions. The case that had been established by Sir

Neville Henderson and the texts of the British diplomatic documents confirmed and in some respects amplified by the French Yellow Book, which attracted attention all over the world and soon drew an official German reply.

The Nazi answer set out to prove that after the Munich conference the French Government through responsible representatives had agreed to leave Germany a free hand in Central Europe, and that on the basis of this agreement the German-French declaration of December, 1938, had been made. The subsequent changes in French policy, said the Nazis, had therefore been due to the influence of Britain. But, of course the German account failed to point out that the statements of certain French politicians and diplomats it quoted were all made before the brutal annexation of Belgium and Moravia by Germany in March, 1940.

Meanwhile the French people, not less than the British, had become more than ever convinced of the necessity for their Government's war policy. They had learnt more about the behaviour of the Germans in the ravaged and despoiled countries. On January 29 M. Daladier, in a broadcast speech appealing for a resolute mind in all French people, civilian and military, declared:

"The Nazi domination is different from anything history has ever known. It is pursuing the systematic destruction of the oppressed. Hitler does not treat with nations which have submitted to him. He destroys them. He takes away from them all resources and political freedom. He wants to destroy us in their history and culture. To him human beings are only cattle. He orders their massacre or enslavement."

In spite of the disquieting unity of France the complications of French party politics continued for some time yet to threaten instability for the Government majority. A series of serious efforts being made behind the scenes to overcome this tendency to fractious and not really significant divisions was the revival in February of the holding of secret sessions of the Chamber of Deputies. None had been held since November, 1937 when Clemenceau's opposition had put an end to them. The fourth of such secret sessions in three days was held on February 12, 1940, and at this the Chamber recorded a unanimous vote of confidence in M. Daladier. Moreover, the vote of confidence was signed by the thirteen parliamentary groups in the French Chamber.

French domestic politics held in store another of those sudden changes which surprise foreigners. Notwithstanding the clarity of policy and the unity of national feeling on the main issue of the war, there was a good deal of questioning and political feeling—partly inspired by as yet incompletely organized existing schemes for raising prices, though the measurement raised was less than that experienced in Britain on account of rationing. More serious was the resentment of the working classes at the 40 per cent levy imposed by the Government on overtime pay, in spite of the very low response of French labour to the national need for faster production. When the new economic and financial measures were issued by the French Ministerial Council on February 22, 1940, M. Raymond, then Finance Minister, took the opportunity to stress the necessity of heavy sacrifices, especially by increasing production and reducing exports and consumption. The position of the French Treasury was satisfactory, however, although the war was costing France about £1,000,000 a day, and M. Raymond stated that in the preceding January the ordinary tax revenue and the subscription to the armaments bonds had been sufficient to cover all the expenditure, both civil and military.

The political parties were still in variance, and the Daladier Government decided to seek another vote of confidence. After an all-night secret sitting the Chamber on March 20 passed a motion of confidence by 230 to 1. This apparently very favourable result was negated by the extraordinary total of 300 abstentions, with the consequence that the Government resigned. After Daladier had declined President



#### SEA MONSTERS ROBBED OF THEIR FANGS

The Nazi mines seen above were washed up on the French coast. After having been rendered harmless by French naval experts they were towed away and were doubtless put to other use—possibly transformed into munitions and returned to Germany in that shape.

Photo, Topical



#### PARIS IN THE BLACK-OUT

The black-out in Paris was less intense than that in London owing to the fact that in the former city a complete black-out could be obtained at a moment's notice, since all the city lighting was controlled by a few master switches. Our photographs show: left, reading a newspaper at a bus stop; centre, a cinema entrance; right, a policeman in white cape seen at night in the Place de l'Opera; top, the front of a cafe near the Gare d'Orsay.

(Photo, P.)

Lachon's invitation to form a new Government, M. Reynaud, following a series of private conferences, accepted the task and formed a Government with a wider basis of representation, including the important Socialist element.

The new Prime Minister was successful in retaining the services of Daladier as War Minister, a post the late Premier had occupied for nearly four years,

#### Reynaud Becomes Premier

having also been Prime Minister for the two years before his resignation. The virtue of

Reynaud, besides his energy, was his plain-spoken insistence on essentials, and despite the dislike of other French parties he obtained the inclusion of Socialists in the Cabinet. After the first debate there was a majority of only 112 for Reynaud's Government, with 110 abstentions. It was evident by the severe Press criticism of the vote that the public had no sympathy with the squabbles of the Chamber of Deputies and through the position of the new Government occupied a little precarious the country was behind Reynaud's policy. In his first broadcast speech as Prime Minister, on March 25, Reynaud declared: "One single idea guided me—what Ministerial formation would give to the Government the greatest strength to act."

On March 28, 1940, the sixth meeting of the Supreme War Council of the

Allies since the war began was attended in London by the new French Premier, accompanied by General Gamelin. The Council issued the "solemn declaration" that

"The Government of the French Republic and H.M. Government in the United Kingdom of Great Britain and Northern Ireland mutually undertake that during the present war they will neither negotiate nor conclude an armistice or treaty of peace except by mutual agreement. They undertake not to discuss peace terms before reaching complete agreement on the conditions necessary to ensure to each of them an effective and lasting guarantee of their security. Finally, they undertake to maintain, after the conclusion of peace, a community of action in all spheres for so long as may be necessary to safeguard their security and to effect the reconstruction, with the assistance of other nations, of an international order which will ensure the liberty of peoples, respect for law, and the maintenance of peace in Europe."

The announcement, apparently bearing so little upon immediate problems, was criticized at the time as being apt to encourage a belief that the Allies ought listen to proposed peace talk, especially as it followed on the tour of Europe by Mr. Sumner Welles, President Roosevelt's political scout. Actually in the long run the joint declaration had a

firm basis of confidence to withstand the possible influence of continued German propaganda, and it was a significant completion of the first authoritative reference to war aims that had been made on December 29, 1939, by the French Government, through M. Daladier. The latter had then referred emphatically to the future possibilities of the comprehensive economic collaboration being organized between France and Britain. He had also stated that this collaboration was open to all nations who desired to take part in it, and his invitation to the non-belligerent Powers to join such a union had attracted little attention. And then, on January 11, in his Presidential address to the Chamber, M. Berthot said in resounding words:

"The presence beside our soldiers and their leaders of British troops, the constant support of Great Britain and the Commonwealth, the substantial signs of a solidarity which by well-organized committees will have been extended to economic and financial organization and will furnish the first example for those of peace. Two millions of English have pooled their resources in the service of the same ideal. It is no longer two nations fighting side by side but the invincible empire of liberty struggling against the tide of tyranny."





**CABINET OF M. PAUL REYNAUD IN MARCH, 1940**

The members of M. Paul Reynaud's Government, constituted on March 23, 1940, are seen above. They are: 1. M. Paul Reynaud; 2. M. Daladier; 3. M. Sarraut; 4. M. Campinchi; 5. M. Monnet; 6. M. Laroque; 7. M. Quesselle; 8. M. Roy; 9. M. Fromard; 10. M. Blanchet; 11. M. Poincaré; 12. M. Jahan; 13. M. Dumas; 14. M. Dautry; 15. M. Hachette; 16. M. Thévenaz; 17. M. Sérol; 18. M. Jacquinet; 19. M. Schleiter; 20. M. Maudet; 21. M. Rio; 22. M. Laval; 23. M. Chautemps; 24. M. Pinelli; 25. M. Armand de la Grange; 26. M. Héraud; 27. M. Rivière; 28. M. Ailhaud; 29. M. Rollin.

(Photo: U.P.A. Photo)

The inauguration of the Reynaud Government was accompanied by an important diplomatic step in time with a similar action by the British Government. M. Reynaud accompanied to Paris at the end of March several of France's chief ambassadors. M. Frégon-Pinot, Ambassador in Rome, had already arrived, and it had been assumed that M. Reynaud especially desired a better understanding with Italy. A certain political complication resulted from the fact that this man received its main support from the Right Wing politicians, who had also been demanding a rupture of relations with Soviet Russia. But Reynaud said nothing to indicate any disagreement with the British policy of avoiding hostilities with Russia, an attitude which Lord Halifax had clearly defined in the House of Lords on March 19.

The new French Government's diplomatic concordance with that of the British was made clear by this recall of certain ambassadors which was announced on the same day (March 20) that Lord Halifax invited all the British envoys in south-west Europe to return to Britain for conference. The Allies had thereby made a diplomatic rifts to the showy, but sterile, meeting at Moscow and Hitler at the Brenner Pass. They also thus revealed their



**REYNAUD LEAVES 'No. 10'**

Above, M. Reynaud, French Premier, and M. Chautemps, French Ambassador in London, leaving No. 10 Downing Street, watched by Mr. Chamberlain after a meeting of the Supreme War Council at the end of March, 1940.

(Photo: U.P.A. Photo)

intention to meet the renewed German economic and diplomatic offensive under Dr. Goebbels which was then proceeding in the Balkans.

Finally, it should not be forgotten, among so many diverse developments of French power, that her military resources in men by the spring of 1940 were formidable, even without her Colonial troops. The French army containing 6,500,000 men, was well trained, though it had had little to do since the outbreak of war. It was stated that the German Command would call up 2,500,000 more men in the following summer, which would then give the German army a total of about 5,500,000. But at least 1,000,000 German soldiers were bound to be held in the east of Europe, to garrison the countries she had brutally overrun and to watch the east and south-east frontiers. The British army was capable of being expanded to at least 3,000,000 by the end of 1940.

The crucial test was likely to be in the realm of machines, for Germany's campaign in Czechoslovakia and Poland had opened the eyes of the world to new tactics made possible by intense mechanization of the armed forces. German strategic possibilities followed naturally from these tactical innovations, and the success of the Allies in resisting the Blitzkrieg, when in fact it should nevertheless, might depend on how far their commanders had appreciated and applied the lessons to be learned from past encounters with the Nazis.

**Men and  
Machines**

# TOTALITARIAN WAR ON BRITISH AND NEUTRAL SHIPPING

*Nine Months of War Reviewed—Britain's Merchant Tonnage Increased—Safety in British Convoys—How a Convoy Eluded the Nazis in Norwegian Waters—U-Boats in the Atlantic—Mediterranean Ban on American Shipping—Sinking of the "Ville de Bruges"—Merchant Ships in the Dunkirk Epic*

At the beginning of the war the Nazis made a determined effort to undermine the strength of British sea power by a fierce attack on British merchant shipping. The counter measures adopted by the Royal Navy against U-boats as well as magnetic mines soon stopped this direct attack, and when the convoy system came into full operation the losses suffered by convoyed vessels became extremely rare. Even about November, 1939, however, the unrestricted laying of powerful mines took toll of neutrals much as of Allied shipping.

By the early part of 1940 it seemed that the Nazi High Command was attacking undefended neutral shipping in preference to belligerent merchantmen, and was trying to justify this new form of terrorism by saying that every ship on the sea must be in the service of the Allies. It was, in fact, a direct admission of the supremacy of the Allies at sea.

Comparative monthly figures of British and neutral losses in the war at sea give a clue to the methods adopted by the Germans. In the first three months British losses fell from 135,000 tons gross to about 75,000, while neutral losses in the same period rose from 25,000 tons to nearly 100,000. British losses fell because of the efficacy of the convoy system, and neutral losses rose because of the intensive mine campaigns. In December, 1939 and January, 1940 came the first intensive air attacks on shipping in the North Sea. Neutral losses rose to about 120,000 tons a month and British losses were about the same. In March, 1940, there was a

notable drop in the number of both Allied and neutral sinkings, and this must in some measure be attributed to the preparations that were going on in Germany for the Blitzkrieg in the West, which opened by the invasion of Denmark and Norway in April. As a result of the attack on Norway, about forty merchant ships, mainly British, Norwegian and Swedish, were destroyed at Narvik. The British ships alone totalled over 12,000 tons gross. By the middle of June the only

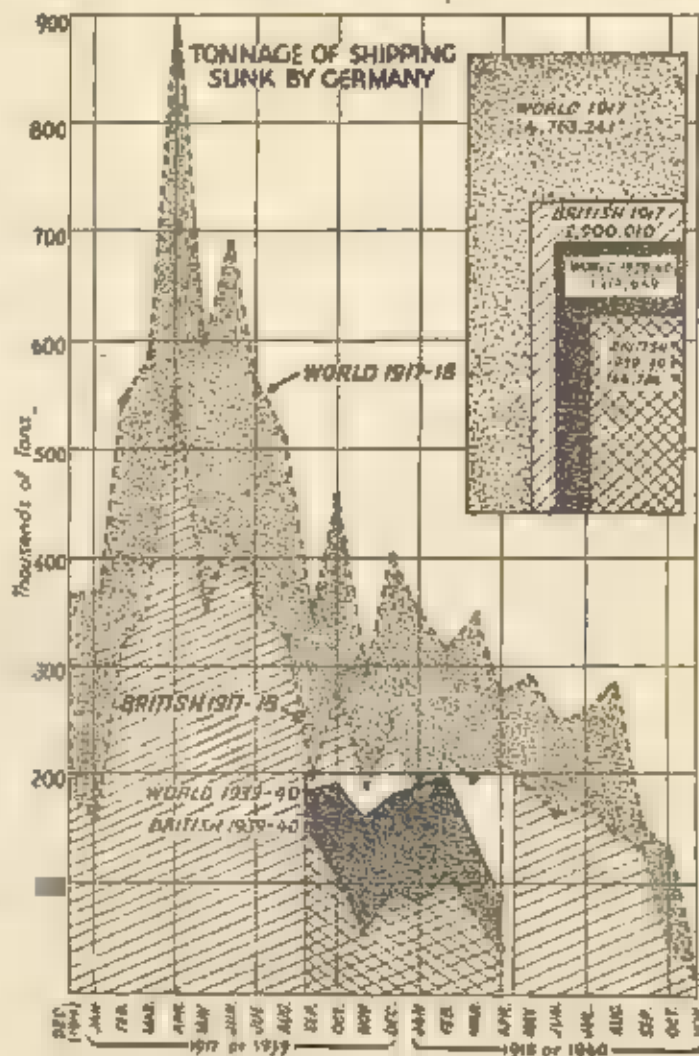
European maritime powers which were still neutral were Sweden and Greece, both countries almost entirely surrounded by belligerents.

The merchant fleets of Holland, Belgium and Norway escaped almost intact, and immediately became fully available to the Allies. Danish ships became technically enemies and subject to process in the Prize Court, but at least 150 of them submitted voluntarily to capture and were pressed into Allied service with their own crews and masters.

At the end of nine months of warfare at sea the total Allied losses, including naval auxiliaries such as merchant vessels converted for war purposes into armed auxiliary miners, and transports, hospital ships, minesweepers, etc., amounted to just over 1,000,000 tons gross. The neutral losses in the same period amounted to over half that total. The chief neutral opponents were Norway, Sweden, Holland, Greece and Denmark (in that order).

The German shipping losses require special attention.

In nine months of war the Nazi losses approximate to the British losses which is a remarkable illustration of the strength and use of sea power. British ships had been sailing without interference over all the seas of the world ever since hostilities began. German ships on the high seas were immediately captured, or were bottled by their crews in interception, or else were bottled up in neutral ports, running a constant drain upon the foreign currency resources of the Reich because of the cost of their upkeep. German shipping, after the first weeks



SHIPPING LOSSES IN TWO WARS

Shipping losses due to German action in 1917-18 compared with approximate figures for the first eight months of the Second Great War

Adapted from "The Times"



### COAL FOR ITALY'S EMPTY BUNKERS

The Chamberlain government, true to its policy of "appeasement," attempted to placate Italy by releasing from the Export Control in March, 1940, thirteen Italian ships laden with German coal which had been stopped by the British Navy. One of these is seen above in the Downs Contraband Control zone.

Photo, P.M.

of the war, was free to sail only on the Baltic and in the territorial waters of Scandinavia. It did not permit itself to attack or aid British shipping. The invasion of Norway, however, gave the Royal Navy the opportunity for which it had been waiting. Dozens of ships were sunk, or scuttled themselves. Transports, supply ships, tankers and all the iron ore vessels that ventured forth were sunk outright by submarines and by surface vessels. The invasion of Holland, too, delivered into the hands of the Allies many enemy merchant vessels, including more than 144,000 tons of German liners which had been seeking refuge in Netherlands East and West Indian ports.

Every German ship captured by the Allies offset the sinking of a British vessel. In all 68 ships of 259,122 tons gross were captured by the Allied Navies by the end of May, 1940. Sometimes, of course, elapsed between the capture of an enemy merchantman and her appearance in service under the Allied flag, because every war ship had to be refitted, and in many cases the standard of accommodation for the crews provided by their former owners came far below the British standard and had to be improved before the ship could be used. Before very long, however, they appeared on the high seas again as British and French vessels, bearing the new names bestowed upon them.

The total British losses at the end of May represented about one per cent of the British merchant tonnage at the outbreak of war. This deficit had already been more than made good by means of new construction, captures and

purchases. The shipyards of the United Kingdom had been operating at full pressure ever since the beginning of the war, despite the difficulties encountered by working in the black-out and by the shortage of skilled labour—a direct result of the depression through which the ship builders had been living in the immediate pre-war years. Numerous enemy vessels were bought by British owners from neutral countries all through the year 1940, mainly from the United States. Tonnage captured from the enemy alone amounted to nearly one-quarter of the Allied losses. So the Allies found that in June, 1940, they had more tonnage at their disposal than at the beginning of

the war, apart from the acquisition of nearly all the Norwegian, Danish, Dutch and Belgian tonnage when these countries were invaded.

As the number of neutral countries diminished, so naturally the number of neutral ships decreased. Furthermore, when neutral ships became Allied ships their losses decreased again for they immediately came under the protection of the Royal Navy and the Coastal Command of the Royal Air Force in convoys.

At the end of nine months 28,000 Allied ships had been escorted in convoy, with the loss of only 33 vessels—a proportion of about 1 in 719. The confidence of neutrals in the British convoy system was not lessened by Nazi threats that to accept convoy was an "unneutral" act. On April 9, for instance, when the Germans took Norway

by surprise, there was a convoy of 6 British and 31 neutral ships in a fjord not far from Bergen. Captain Pinkney, master of the "Pylimadon," was in command, and his duty was an extraordinary course of events to take his convoy to the place appointed for meeting the naval escort. The German tanker "Skagerrak," her decks lined with troops, appeared in the fjord, but fled at the sight of the British ships, later to scuttle herself. That was the first inkling that Captain Pinkney had

### New Names for Captured Nazi Ships

New Name	Old Name	Tonnage	Build
Great Africa	Edmund Dage	2,372	1928
Empire Commerce	Christoph von Dornum	3,557	1925
Empire Conveyor	Ulforn	5,011	1917
Empire Commerce	Leander	1,912	1926
Empire Industry	Hermann Gildensack	3,521	1918
Empire Machine	Wahlgold	5,155	1922
Empire Merchant	Thunberg	4,864	1928
Empire Scout	Kilbeck	2,182	1926
Empire Soldier	Wendel Lindert	Free	1928
Empire Unity	Wacaya (tanker)	9,880	1927
Empire Warrior	Ragnar	1,200	1921
Empire Ability	Cherif	7,900	1921
Empire Citizen	Wahne	4,700	1922
Empire Confidence	Dawaldorf	4,950	1922
Empire Sentinel	Phaedra	610	1928
Empire Success	Hagen	8,088	1921
Foreign Prizes			
Saint Michel	Santa Fe	1,027	1921
Saint Hedwig	Chernoz	6,522	1929
Saint Louis	Trifid	6,118	1922
Saint Maurice	Barock	2,512	1929

Old Prize ships have not yet received new names



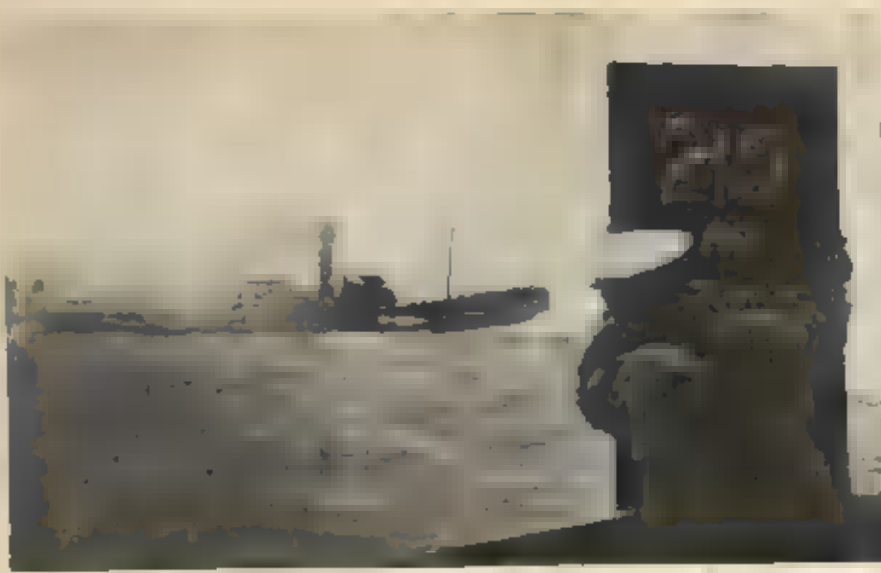


#### NAZIS MOCK AT NEUTRALITY

Above, the Norwegian steamer 'Sveith' on fire after a German bombing attack in April 1940; right, the Greek steamer 'Kostas' sinking fast after striking a German mine near Falsjöbo, Sweden in December, 1939; below, a seaman from the Belgian ship 'Lonia Skind' being rescued by breeches buoy after the vessel had run aground. She was carrying the rescued crew of the suspected Dutch vessel 'Talandoen,' sunk on December 7, 1939.

(AP/Wide World Photos)





### SILENT SERVICE LIVES ON ITS TITLES

This photograph, taken from the deck of a ~~destroyer~~ which was escorting a convoy of merchant shipping, shows a British sailor passing on course and speed instructions by means of a blackboard to one of the cargo vessels.

(Photo, Central Press)

of his predicament. Immediately afterwards he received a radio message instructing all British ships to leave Norway. He flew the signal for departure, and every neutral ship followed him, despite the knowledge that they might be just as likely to fall in with enemy ships as with the friendly ships of the escort. Their confidence was rewarded, however, for in due course the British warships took over the convoy and escorted them safely home. At the beginning of 1940 Germany announced that she was suspending

submarine campaign, and to that U-boats were sent out into the Atlantic to operate mainly on the trade routes off the coasts of Spain and Portugal. When Italy entered the war, on June 10, it became clear what had been the reason for this disposition. However, the Nazis issued a special instruction to neutral shipping not to accept the protection of British convoys. On the very same day a neutral ship, bound from a neutral country to another neutral port and sailing unescorted, was torpedoed by a German submarine.

### MISSILES THAT MISSED THEIR MARK

Huge columns of water were thrown up into the air when Nazi bombs fell near ships of an Allied convoy off the Flemish banks (the range of sandbanks along the coast from Gris Nez to the Dutch frontier). But none of the ships in the convoy was damaged.

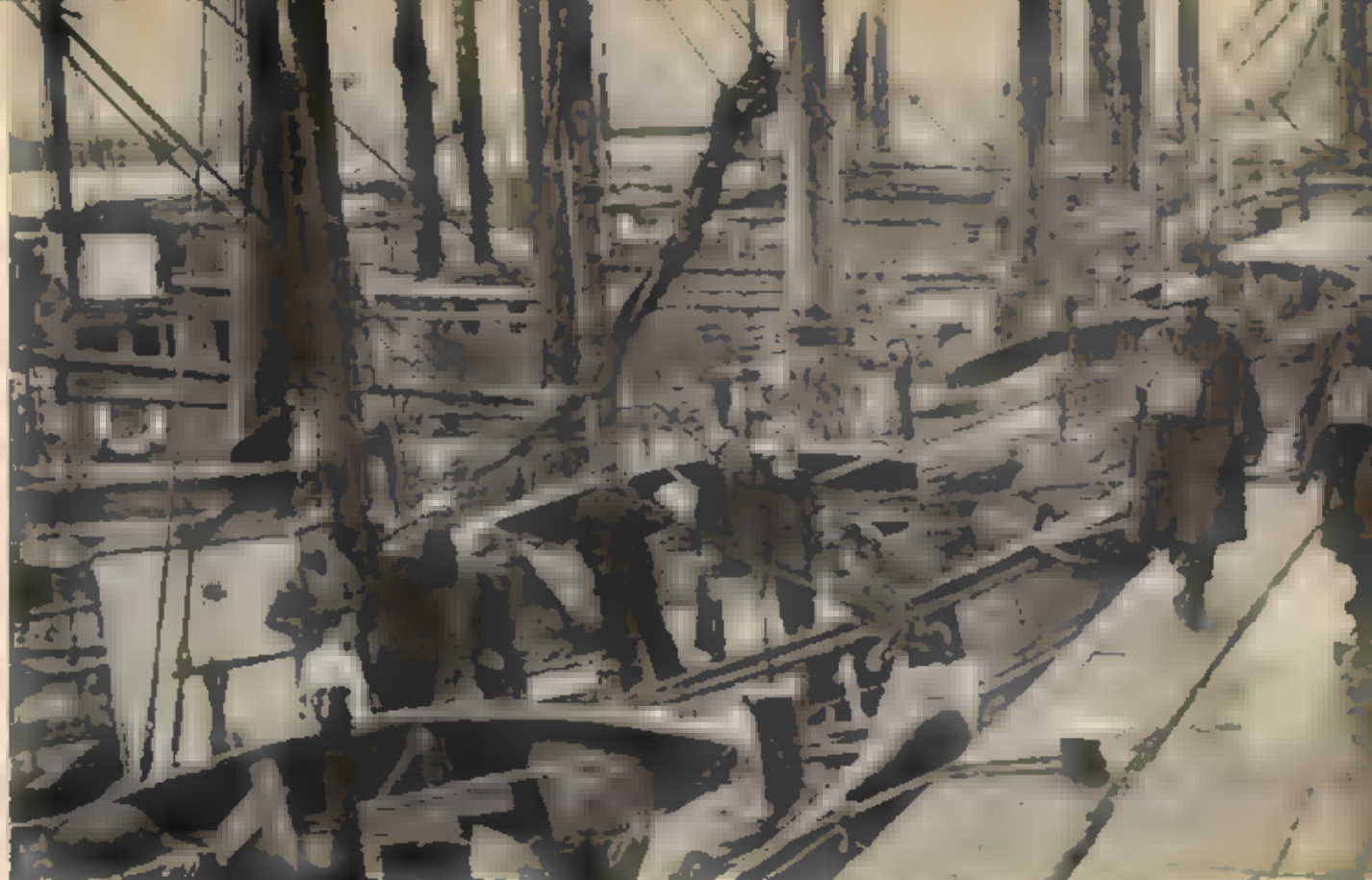
(Photo, German Luftwaffe—Apex to be United)

She was the Argentine steamer "Dragage," bound from the Plate to Peru with a cargo of grain. She was the first Argentine vessel to be sunk in the war. As a result of this outrage a strong protest was sent to Berlin, and shortly afterwards Argentine shipping was banned from European waters.

### World Shipping Losses in Nine Months of War (Sept., 1939—May, 1940)

	No.	Tonnage
BRITISH		
Merchant ships	210	819,245
Naval auxiliaries	95	37,471
FRENCH	17	71,424
POLISH	1	11,194
Other Allies	11	71,674
Total Allied	307	1,031,644
NEUTRAL	223	549,847
Total	530	1,581,491
GERMAN		
Scuttled	3	196,146
Sunk by naval action	27	178,481
Prized	4	31,218
Captured	71	290,482
	28	299,122
	171	449,587
Additional losses (estimated)		200,000
		649,587

This step was in line with the U.S.A.'s move to enforce American neutrality. According to the Neutrality Act American shipping was prohibited from trading in any area proscribed by the President as a war zone. All ports from Spain to Bergen came under this ban, and American flag shipping was cut off from trading with Europe outside Spain and the Mediterranean. No fewer than 100 American liners and cargo vessels were affected by this rule, but they found employment in waters from which British shipping had been withdrawn. The United States Lines, a company whose main business was transatlantic, formed a Belgian company, which would operate some of their ships in the



#### BRITISH GUARDS WATCH NEUTRAL SHIPS

In order that unauthorized persons should not land in British ports, seamen were not allowed to leave foreign ships and armed guards were placed at gangways and landing stages. Above, the guard on duty is seen passing fishing craft at an East Coast port.

(Photo, Topical)

was run under the Belgian flag. This operation completed, eight American liners were transferred to the Belgian flag and remained, and had just started a new voyage from Belgium and F.R. United Kingdom to America when Hitler invaded Belgium. The 13,000-ton liner "Ville de Bruges," *SS* 4 1933

**Neutral Shipping Losses**  
September, 1939, to April, 1940

Flag	No.	Tonnage
Belgian	1	7,270
Danish	28	70,220
Dutch	30	80,600
German	1	210
Polish	6	6,500
French	4	18,188
U.S.	18	81,410
Italian	7	74,000
Japanese	1	11,000
Yugoslav	2	10,000
Latvian	1	4,454
Lithuanian	1	1,700
Portuguese	2	2,100
Norwegian	67	116,880
Spanish	1	100
Swedish	12	31,300
	210	770,700
Neutral losses in May	10	42,100
<b>Total</b>	<b>220</b>	<b>812,800</b>

This table includes Norwegian and Danish losses up to April 1 and Dutch and Belgian losses up to May 10. Owing to an additional 10,000 tons of tonnage reported to give the nationality of neutral ships sunk since April 1940.

while previously the "President Harding" was torpedoed from the air and sunk off the Belgian coast on the first day of German-Belgian hostilities.

Despite the fact that throughout the war Italy had acted in the most friendly manner towards Germany and had been of the utmost assistance to her in overcoming the stringency of the Allied blockade, Italian ships had suffered in the same way as neutrals from the indiscriminate Nazi attacks. Although Italy was later to become an ally of Germany, this did not come about until after the Germans had sunk almost 37,000 tons of Italian shipping, apart from machine-gunning and bombing various other vessels.

Although by the middle of May neutral ships were far to seek the Germans seemed to find them. Swedish vessels were unable to move to or from their home ports with few exceptions because of dangerous minefields laid by both belligerents in the Kattegat, the Baltic and the Skagerrak. The bulk of the attack was done by U-boats, the most important neutral shipping country, and several Greek ships were sunk in the Atlantic during the month.

British losses during April were heavier than had been general for many months because about 42,000 tons had been caught by the Germans at Narvik and had been sunk. During May the

#### Losses in Dunkirk Evacuation

losses were also rather heavy, mostly as a result of the operations at Dunkirk, when no fewer than 24,000 tons of merchant shipping met with disaster in the magnificent evacuation of the Allied troops from Flanders. Among the ships lost were many gunboats and a number of former pleasure steamers familiar to holiday-makers on the coast of Great Britain, while the railway-owned Great Central steamships suffered some losses. Three of these the "Paris," "Maad of Kent" and "Brighton" were Southern Railway steamships used as hospital ships. They were marked with the Red Cross in the recognized manner but they served to attract rather than deter the Nazi bombers who were responsible for their sinking. The "Paris," built in 1913 was a veteran; she had already seen four years of service in the war of 1914-18 and in 1919, afterwards returning to the railway service.



## FINAL ACT IN THE FINNISH TRAGEDY

The "Cease Fire" order in the Russo-Finnish war sounded at 11 a.m. on March 13, 1940, following the armistice, news of which was broadcast that same morning to the Finnish people by the Foreign Minister. Below we give the principal terms of the treaty with the Soviet, as well as M. Tanner's broadcast, and the last Order of the Day issued by Field-Marshal Mannerheim.

TEXT OF RUSSO-FINNISH PEACE TREATY SIGNED IN MOSCOW, MARCH 13, 1940:

**I.** Military operations between the Soviet Union and Finland are to cease immediately, according to a protocol attached hereto.

**II.** The State frontiers between the Soviet Union and Finland are to follow a new line by which the territory of the Soviet Union will include the whole of the Karelian Isthmus, with the town of Viipuri, the bay of Viipuri, and the islands situated in the bay.

The Soviet Union will further include the ~~territory~~ north and west of Lake Ladoga with the towns of Käkisalmi, Sestavits and Suikari, the territory north of Morskajärvi and Kivijärvi, a number of islands in the Gulf of Finland, and parts of the peninsula of Hibachi and Sordby.

The exact delimitation of the new frontiers is to be effected by a commission of representatives of the two countries within ten days of the conclusion of the treaty.

**III.** The contracting parties undertake to refrain from acts of aggression against each other, and from concluding alliances or entering into relations directed against either party.

**IV.** The Finnish Republic agrees to grant, against payment of 1,000,000 Finnish marks a 50-year lease of Hangö, with an area of one within a radius of five miles to the south and east and three miles to the west and north of Hangö, as well as a number of islands for the establishment of a naval base for the protection of the entrance to the Gulf of Finland against aggression.

For the protection of this space the Soviet Union is entitled to keep there at its own expense the necessary land and air troops.

The Finnish Government ~~agrees~~ to withdraw its forces from Hangö within ten days after the conclusion of the treaty. The leased peninsula, with the adjoining islands, remains under Soviet administration.

**V.** The Soviet Union undertakes to withdraw its forces from the Petsamo district, which was voluntarily ceded to Finland under the peace treaty of 1920.

Finland agrees, as laid down by the peace treaty of 1920, not to keep in the waters of the Arctic Ocean naval and other vessels of a tonnage exceeding 100 tons each, registering which Finland is not subjected to any restrictions, and not to keep more than 15 naval and other vessels of a tonnage not exceeding 100 tons each.

**VI.** Soviet citizens are entitled to ~~pass~~ transit through the Petsamo district to and from Norway. The Soviet Union has the right to establish a consulate at Petsamo.

Goods passing through the Petsamo district between the Soviet Union and Norway are exempt from inspection and examination other than that necessary for the regulation of the transit traffic. These goods are further exempt from customs, transit and other duties. Examination of transit goods is to be effected under the usual rules of international trade.

Soviet civil aircraft are entitled to establish air traffic across the Petsamo district between the Soviet Union and Norway.

**VII.** The Finnish Government grants to the Soviet Union the right of transit traffic to and from Sweden. For the development of this transit traffic both Governments agree to build each on its own territory a railway line connecting Kandalaksha and Rovaniemi.

**VIII.** After this treaty has come into force economic relations are to be restored between the two countries, which for this purpose agree to enter into negotiations for the conclusion of a trade agreement.

**IX.** The treaty comes into force immediately after its signature, and is subject to ratification. The documents of ratification are to be exchanged in Moscow within ten days.

M. TANNER, ~~former~~ Finnish Minister, in a broadcast to the Finnish people, March 13, 1940:

Our demands go further than ~~these~~ presented in the armistice. Our delegates have fought to modify them, but unsuccessfully. As no prospect seems to be found of obtaining better results by continuing the war, it seems wiser to accept the peace terms rather than continue a hopeless struggle.

We were not the guilty ones. We trusted in treaties with our neighbors, we were not alone in Russia, and we were compelled to defend ourselves. We were not prepared because we had trusted in treaties. There was a lack of all sorts of equipment, and a marked shortage of certain special and important arms.

We had not obtained guarantees from other quarters. During the war we received some help in the form of arms, money, and organizational help.

Our army did well and fought with all its might, doing well beyond all expectations. We had many great victories, and only on the main frontier were we forced to withdraw a little. The home front as well stood firm, to sustain daily hardships.

But we are only a small people. The enemy was too big to fight all the time, and it was inevitable that they became tired. We had no relief for them, except a few volunteers who were insufficient in number and came too late.

We asked for help from Sweden, who ~~was~~ in the best position to give help, but she did not find it possible to do so. Her neutrality policy did not permit, which rendered the position still more difficult for us.

Offers from Great Britain and France were good except for one weak point—how ~~could~~ help reach us? The Baltic is closed, Poland is far away, and besides it is held by the Russians. The Scandinavian countries ~~also~~ give a negative answer to the plea of Finland and the Western Powers. Consequently, Finland had to state that the help could not be counted on.

This is a very hard peace. Yet the Government thought it better to make peace while the dangers of the country ~~were~~ still unknown. But vital areas of our country with industrial enterprises have had to be sacrificed. The population in these districts will ~~have~~ to be provided with new homes. Our possibilities for defense are jeopardized.

We will have to make conditions as normal as possible in view of the war which is still raging in the world between the Great Powers. It will be hard work to build up what has been destroyed and heal wounds. We will, however, proceed to this. The Finnish people are as diligent and enduring in peace as they are in war. We went through a time when our population was reduced to one half, but we rose again. Finland will soon regain her vitality.

FIELD-MARSHAL MANNERHEIM in the ~~last~~ Order of the Day, March 13, 1940:

Soldiers of the glorious Finnish Army, peace has been concluded between our country and the Soviet Union, so ending the ~~peace~~ struggle which has cost in Soviet Russia a half every battlefield on which you have shed your blood in behalf of everything we held dear and sacred. You did not want war: you loved peace, work and progress, but you were forced into a struggle in which you have done great deeds which will shine for centuries long in the pages of history.

More than fifteen hundred of you who look the light will never again see your homes, and how many are there of those who have lost for ever the ability to work! But you also died hard blows, and if I've learned thousands of our people are now lying in hospitals, gazing with unseeing eyes at our starry sky, the fault is not yours. You did not, like them, eat and sleep and you mostly followed the stern law of life—all or be killed.

Soldiers, I have fought on many battlefields, but never have I seen you like so worthy.

# THE FINNS MAKE PEACE: LAST FORTNIGHT OF AN HEROIC RESISTANCE

*Final Struggle on Karelian Isthmus—Thirteen Days' Assault on Viipuri—Russian Onslaught Stemmed—Finns Destroy the 34th Heavy Tank Brigade—Heavy Russian Air Attacks—Position in Mid-March—Peace Pourparlers—The Russian Terms—Signing of the Peace Treaty—Mannerheim's Last Order of the Day—Aftermath*

*(A Relief Map of the Battle Zones in the Karelian Isthmus is printed in page 660)*

**A**t the beginning of March, 1940, the Russo-Finnish war, in spite of the good morale of Finland's stout population and the determination of her soldiers, was entering on its final phase. Stalin's attempts to annulate the pincer movements practiced so successfully by Hitler in the Polish campaign had failed before the superior mobility and individual resources of the Finns. The final struggle became concentrated on the narrow Karelian Isthmus, where it assumed the character and intensity of the fighting on the Western Front during the First Great War—but the advantages were chiefly with Stalin.

Exhaustion of the defenders was Russia's aim, and the assaults which had begun against the Mannerheim defenses with exceptional intensity in February were pressed relentlessly. Along the whole Isthmus, from Viipuri in the west to Turpalo in the east, Finns estimated to number 120,000 men were attacked relentlessly

## Relentless Russian Assaults

by Red Army men, estimated at half a million, supported by all the heavy artillery, planes and tanks which Russia's superior resources afforded. The Finns stood with their backs to the wall. The first aim of the Mannerheim defenses in the west of the Isthmus had been pinned with the fall of Suominen. Now they were in the second line. If the Russians should be able to break through this line, they would cut off the defenders of the bitterly impregnable positions in the east of the Isthmus, and the coast road and railway to Helsinki and southern Finland would be open to them.

The Russians already held almost the entire eastern shore of the Gulf of Viipuri. Throughout the last day of February waves of Russian batteries bombarded the Finnish positions. Heavy guns of the Red Army continued to batter Viipuri until little was left of the town but smoking ruins. In the early hours of the next day Russian bombers flew over the town, completing the work of destruction and machine-gunned the Finns behind their breast works. Then followed a mass attack

along the railway and the frozen shores of the Gulf of Viipuri, supported by bombers accompanied by fighting planes, tanks and parachute troops. Hand-to-hand fights raged for nearly twenty-four hours. Again and again Red Army men, fighting with great courage, sprang forward in an endeavour to silence Finn machine-gun nests with hand grenades, but just as often the machine-gun spat out from the shell-torn ruins and fields of Viipuri's suburbs.

At the same time Finnish planes bombed the ice on the Gulf and many Russian tanks sank with their crews; while Finnish fighters fought one of the biggest air battles of the war over Viipurland and managed to have brought down fourteen Soviet machines. For thirteen consecutive days the Russians repeated their attacks on Viipuri. On March 3 they sent a regiment of ski troops over the ice to try and attack the defenses in the rear, on the other side of the Gulf. Finnish observers gave the alarm and the regiment was destroyed by aerial bombs, artillery and machine-gun

fire. Another regiment of Red Army men set out from the Island of Hogland in the Gulf of Finland in an attempt to disorganize the defenses of Viipuri by an attack on Kotka. They met a similar fate. The Russians seized the island fortress of Tranöunda in the Gulf of Viipuri, but were still unable to advance to Viipuri over the land bridge formed by the other islands in the Gulf. Thirty Russian tanks were put out of action in a single day on the Viipuri front. But if they were unable yet to capture Viipuri itself, the Russians, at the cost of enormous losses in men and material, were gradually able to consolidate their hold on the islands of the Gulf. On them they placed light and medium heavy guns and could thus command the roads on the western shore.

Finnish airmen reaped a rich harvest throughout the operation, bombing and machine-gunning the three-pronged Russian quits, transport vehicles, truck troop columns and artillery batteries which were crowded on the islands and the ice. But the Finnish losses in



## FINLAND FORCED TO SUBMIT

After an epic resistance, Finland signed the armistice on the whole Isthmus, the Finns were forced to make peace and hostilities ended on March 11, 1940. Above, M. Tamm, Finland's Foreign Minister, known the peace terms to a group of home and foreign journalists.

counter-attacks designed to drive the Russians from the islands were also heavy and were the more serious in view of the numerical inferiority of the Finns. Nor could they withdraw men from the other sectors of the Isthmus front, which were being subjected to equally intense Russian attacks.

In February the Russians, by their advance beyond Suominen, had already completely turned the barrier represented by Lake Ayrapan, twenty miles south-east of Viipuri. They now continued their attacks in this sector in an endeavour to pierce the Mannerheim defenses east of Viipuri and to cross the Vuoksi River, on which these defenses were based, at its narrowest point. Lake Ayrapan became the Finnish "Yonatan." "They shall not pass" was the spirited cry of the defenders, and for ten consecutive days the Finnish troops withstood attacks by tanks, aircraft and infantry, and delivered some counter-attacks, although outnumbered by one to one.

So intent were the Russian losses that the invaders found it impossible to collect their wounded, which littered for hundreds of yards the frozen shores of the lake. For all their great sacrifices, the capture of a few villages around the lake was all that the Russians could claim even at the end of hostilities. Equally futile were their

attempts against Taipale, at the eastern end of the Isthmus. Repeated attacks across the frozen river were smashed by Finnish artillery in the early stages, or the attackers were mown down by Finnish machine-guns when they crossed the ice.

Thus at great cost of lives and material the Finns stemmed the Russian advance on the Isthmus. On at least one other front they did not remain on the defensive. They scored a notable success against the 31th Heavy Tank Brigade, spearhead of the attack Russian troops destroyed by a Finnish division on the side of the ruined village of Lemetti on the Viipuri-Kiteles road, south-west of Lake Ladoga. For four weeks, maintaining their tactics against the Russian forces at Aglajkivi and Suominen, Finnish patrols had been slowly encircling this brigade. Batteries of light artillery had been landed through the frozen forests to direct a devastating fire on the great armed encampment of the Russians, extending for one and a half miles along the coast. On the night of February 26 the Finns rushed the campment. The bulk of the brigade personnel was destroyed, the troops being afraid to surrender. They were killed with grenades in dug-outs which they defended to the last.

Among the fallen were the commander of the brigade, General Kondratjoff, a

"hero of the Soviet Union," and General Kondratjoff, commander of the 18th Russian Infantry Division. General Kondratjoff had taken refuge in the campment in a vain attempt to cut a way back eastwards when the 18th Jaroslav Infantry Division was destroyed at the beginning of February.

This final Finnish stroke in the sector freed the whole central front to the north-west of Lake Ladoga. The war booty captured was enormous. It included 165 tanks, 12 armoured cars, 6 guns, 11 four-barrelled anti-aircraft machine-guns.

#### Known Finnish booty

200 motor lorries, 24 cars, 25 lorries of ammunition, more than 200 horse wagons, and 30 field kitchens. The 31st Russian Tank Brigade had been sent along the Viipuri-Kiteles Road to aid the 18th Division. But the tanks had no enemy main contact with the remnants of the fugitive divisional staff when they themselves were surrounded. The bulk of the tank brigade then formed up around Lemetti, which was surrounded by snow-covered fields, separating the village from the woods. Attempts were made to drive back the invincible Finns, but the Russians were fighting blind.

On February 22 the tank brigade ate its last cooked food which consisted of horseflesh. The men had already begun to gnaw the bark of trees. After that a small piece of bread, described by a prisoner as "half the size of your foot," was issued daily. When supplies of that article, rucks and hard biscuits dropped from aircraft were hoisted.

#### SOVIET BOMBERS' FINAL FLING

The destruction caused in Finnish towns and villages by the incessant raids of Soviet bombers has been vividly depicted in many photographs in this work. Below is a tower wrought by an air raid carried out by Soviet aircraft early in March 1, 1941, on the very morning that hostilities were due to cease at 11 a.m.

Photo. Associated Press







#### SAVED FROM THEIR BLAZING SHIP

This dramatic photograph shows survivors rowing away from the blazing liner 'Ville de Bruges' after it had been bombed by German aircraft off Oostend on May 10. The 'Ville de Bruges' was formerly known as the 'President Harding' and belonged to the United States Lines. This company, owing to the fact that by the Neutrality Act American shipping was prohibited from trading in the war zone, formed a Belgian company to operate some of its ships, among which the re-named 'Ville de Bruges' was one.



#### THE STRUGGLE ENDED. THE GALLANT FINNISH

On March 25, ended the bitter and stupor struggle between Finland and the Soviet Union came to an end. The small Finnish force could no longer withstand the almost unlimited man-power of the Soviet Union and Finland was compelled in return to the Russian terms set out until

Photo: C

#### FORCES WITHDRAW FROM Ceded TERRITORY

the end shown the world what a small but resolute nation could accomplish in defense of her homeland. Above, part of the Finnish army is seen withdrawing from territory in the Karelian Isthmus ceded to Russia by the peace treaty of March 22.

et News



#### THEY SERVED THEIR COUNTRY WELL

This photograph was taken near Vuopuri, one of the main centres of Finnish resistance, where heavy fighting took place. It shows Finnish soldiers examining a map after hearing the Russian peace terms, announced on March 13. For them the war was over. They had played their part honourably and well.

*Photo, Keystone*



During the final week hunger and the extreme cold put an end to the troops' real resistance. Most of the Russians fought on to the last, and according to a Finnish staff officer the men remained obstinately in their dug-outs until hand grenades, singly or in bundles, had cleared one hole after another. Such achievements as these on the part of the Finnish commanders and soldiers emphasized all the more the unequal nature of the struggle with the Soviet. Finland's help for Finland had not yet materialized to any substantial degree, though in Britain the demand was by now becoming clamorous.

The Russians accompanied their attacks on Finnish positions in the Ialmuu and north-east of Lodega with a continuous bombardment of incendiary and gas shells. But ~~was~~ the Finns were receiving American, French, Italian, and Swedish planes from abroad, and the raiders did not escape unscathed. Nor did the Finns confine their activities to defence. During the weekend of March 3, 28 Soviet aeroplanes were brought down, while Finnish planes bombed enemy troops and supply columns and the railways between Leningrad and the Ialmuu.

These Sixty houses were in addition to the 24 already that were shot down by Finnish armies in February, announced in an official Finnish survey of the war. Altogether, it was claimed, the Russians had lost since the beginning of the war 638 aeroplanes, with double or treble that number of men. In the same period 503 civilians were said to have been killed and 1,280 injured through Russian bombs.



THEY MUST FIND A NEW HOME

Nearly half a million Poles had to leave their homes in south-eastern Kasulin within a fortnight under the Soviet peace terms. Above, a Kasulin family, its household possessions on a sledge, has arrived at an evacuation centre near Hebrink.

[illegible]

One of the worst Russian raids was carried out on March 6, when Soviet aircraft bombed Latta, Mikheli and Kuopio. A correspondent described the raids as follows:

On 11, 1940, the following information was received from the Chicago office of the Bureau of Investigation:

center of the town. Shortly after noon a flood of rays of sunshine came over the west side of the tower in addition to the sun in about half past five. They fell like hail upon the large flat roof of the tower and a flood of white sparkling hail fell like falling hail on the country around. A great hail on a flat roof and house around it, will drive a flock of chickens about. One would not expect a flock of chickens to be so easily driven.

[illegible]

Russian air attacks had not greatly disrupted Finland's communications, probably because roads and railways are difficult to put out of action permanently by bombing. Although Russian aircraft numbering between 300 and 400 had been over Finland every day since the war began, the Fin-  
ish roads at the end

**Ineffective  
Russian  
Raids**

of three and a half months. ~~at times~~  
were still intact, and on the railways the  
trains were still running, although with  
great delays. The correspondent re-  
ported that he had not ~~seen~~ a single  
bridge but he had a bunch. The Russian lack  
of success in this respect was due largely  
to the speedy repair work of the Finns,  
who organized fast working road patrols  
to repair damage as soon as it took  
down. The ice ~~also~~ helped to minimize  
damage to the roads, as such holes



## SIGNS OF CHANGING OWNERSHIP

Here the signposts in Swedish Finnish literature are Swedish Swedish before the Swedish of the  
Russians. Perhaps the Swedish Swedish which the Swedish replaced with Swedish Swedish will now be  
Swedish Swedish in Swedish.

1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 26



## WHAT FINLAND CEDED TO RUSSIA

This map shows the chief results of Finland's peace with Russia, after an heroic resistance which Russia was an impediment to all her people. The loss of the young treaty is printed in page 245.

Courtesy of "The Times"

article in "The Times" called for and to prevent the defeat of Finland, ending with the words "The whole sentiment of this country demands that Finland should not be allowed to fall."

Soon after there were reports of impending peace negotiations. Statements in Swedish newspapers gave the original foundation to reports of a coming peace, but the early stages of the negotiations were wrapped in secrecy. The first official statement was made in Helsinki on March 7 as follows:

"According to information in the possession of the Finnish Government, the Soviet Government is believed to have planned the presentation of demands to Finland soon far-reaching in character than those presented last autumn. Details of these demands are as far lacking."

There began at the same time in the Swedish Press a series of apparently inspired articles in which Finland was assured that Moscow had no plans to subvert her, and that Russian demands for the lease of the port of Hangö could be the only stumbling block in the way of a negotiated peace. Swedish Government circles continued to deny that Sweden was trying to mediate between Finland and Russia, and emphasized that Sweden's role was solely that of "latter box."

News of "far-reaching Russian demands" on Finland was received by the people of Helsinki with stupefaction and bitterness, directed especially against Sweden. "Finland will fight on even if it is suicide, even if before we die we have to shoot our own wives and children rather than allow them to fall into the hands of the enemy," said one Army spokesman. But among the civilians the opinion was gaining ground that if Finland were deserted by Sweden, while Britain, France and America could not give effective help, it was best to see what could be saved instead of prolonging a suicidal war. The holders of this opinion were greatly in the minority at first, and few people outside Finland expected that after more than three months of sacrifice in bitter warfare she would now consider terms which she had rejected before war began.

The Russo-Finnish negotiations were officially announced on March 11, in Helsinki.

Contact has recently been established between the Government of Finland and the

as were made by Russian bombs could be speedily filled with broken stone. Damage to property, on the other hand, was extensive, and was said to exceed anything witnessed in Spain after two years of civil war. The towns of Viipuri and Sortavala were almost destroyed.

The position of the Finnish forces during the first weeks of March was rapidly growing more desperate. Tak-

ing the consequences of the Finnish High Command at their face value, the Finns seemed to be holding their own, in spite of the enormous material and human resources of the Russians. Yet throughout the last days of this bitter and unequal struggle the air was filled with persistent rumors of Finnish losses far in excess of those officially announced. On March 5 a leading

Government of the U.S.S.R. through the mediation of Sweden to find out whether possibilities exist for the cessation of hostilities and the evacuation of prisoners," it was stated in Helsinki.

The invitation extended by the Government of the U.S.S.R. to the Government of Finland to send representatives to negotiate a delegation left here last Wednesday morning, consisting of M. Ely, the Finnish Ambassador, M. Tammela, a member of the Government, and other delegates. The Finnish Government has already knowledge of Russia's peace proposals. No doubt there have been talks in the air.

Moscow broadcasts meanwhile continued attacking Field-Marshal Mannerheim, the Finnish C-in-C, whom it termed the "White Butcher." The Government of the Finnish population, who were unused to sudden changes in policy and had believed in the inviolability of their armistice, grew even angrier. While the negotiations were proceeding in Moscow a fierce battle was still taking place on the Karelian Isthmus and north-east of Lake Ladoga, and 1,000 Russians were killed in an all-day battle on the Kollaa River.

Anxiety in Britain and France increased at the possibility of harsh terms being forced on Finland, whose struggle had aroused so much deep sympathy. Both M. Daladier, the French Premier, and Mr. Chamberlain were being pressed by their respective peoples for details of the negotiations. It was revealed in London on March 12 that it was Russia who sought to have hostilities ended, and that M. Muzilev, Soviet Ambassador in London, had outlined Russia's peace terms to Mr. R. A. Butler, Under-Secretary for Foreign Affairs, on February 24. But the British Government considered the terms so onerous that it refused to pass them on. Mr. Cham-



## FINLAND FINDS PEACE ONCE AGAIN

Here inhabitants in Helsinki are taking down the plankings with which shops and houses had been protected. Centre photo shows the Finnish flag at the main entrance of Finland's dead. Below left, refugees return again to their home in Helsinki; the famous railway station is seen on the left.

Photo, described, from: Kopenha-

berlain at the same time announced that both the British and French Governments had already informed the Finnish Government that they were prepared, in response to a further appeal from Finland, to proceed immediately and jointly to the help of Finland, using all available resources at their disposal.

The sands were running out in Finland. Scarcely had M. Daladier made known that an Allied expeditionary force had been ready for some days to proceed to Finland's aid, when a

## Peace Agreement

was announced in Helsinki that an agreement had been reached between the Finnish and Russian delegates, subject to ratification by the Finnish Parliament. M. Tammela, Finnish Foreign Minister, described how appeals to Sweden and Norway for help had been rejected, and how later, when the Allies offered to send an expeditionary force, the Scandinavian countries refused to allow transit out of regard for their "strict neutrality."

The terms of Finland's peace, signed shortly after midnight on March 13, are printed in Historic Document No. 167 (p. 146). Briefly, they were as follows:

Hostilities to cease at once, pending the signature.

Cession by Finland of the whole of the Karelian Isthmus including Viipuri, and the whole shore of Lake Ladoga.

Soviet to lease the port and territory of Hangö for 30 years, and to establish a naval base there.

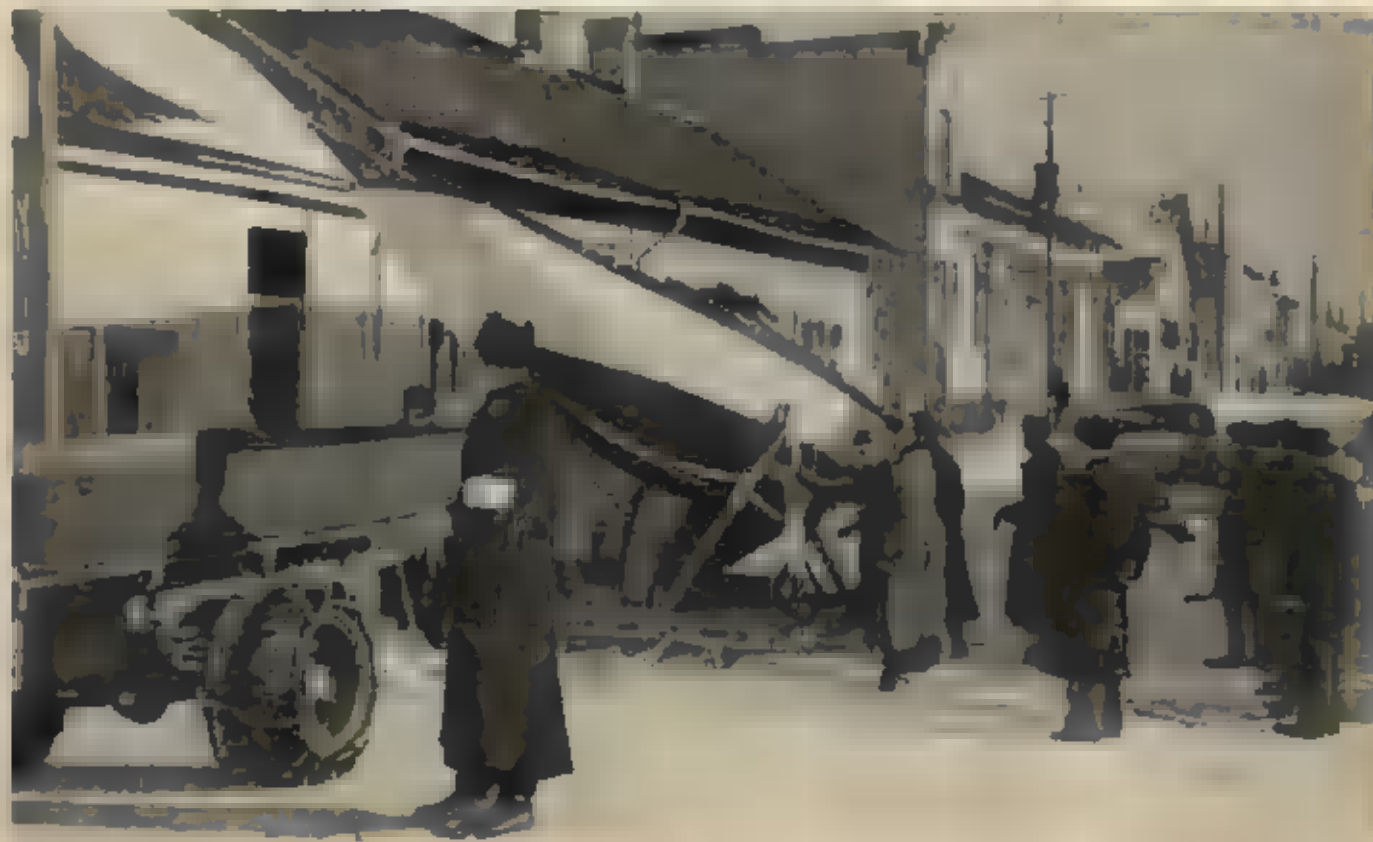




#### FINNS SAY FAREWELL TO HANGÖ

A condition of the Russo-Finnish peace treaty was the handing to Russia for 30 years of the port and territory of Hangö. Above, an old lady in tears as she leaves her home. Left, Eli Wamustinen, mayor of Hangö, takes a last glance at the city; below, Finns leading a yacht into a lorry at Hangö. Hangö was the yachting centre of Finland.

*(Photo, The Walk World)*





#### EXPROPRIATION OF FINNISH FAMILIES

Above, a Karelian resettlement, 60,000 of whom were forced to leave their homes under the terms of the Soviet peace treaty with Finland. Right, Finns loading their household goods on a horse before leaving the district. Below, family belongings at a railway station in the Sotkavala district.

(Photos, Photo World—Fox)





### THE CONQUERED HONOUR THEIR DEAD

Above, relatives of Finnish soldiers who died in the war against Russia file past graves in the churchyard of Lappeenranta after a service given in honour of the fallen. Right, in Finnish Lapland, soldiers still in camp after the peace treaty had been signed.

Photo. (Above and Below) Central Press.

cession at the Hibernian's Banquet to the Falls.

Efforts to retain Petrograd, left no doubt, certainly failed.

Finland was to remain in the Soviet Union, with the autonomy of a republic, except small local defence steps.

The peace treaty was signed by M. Molotov, Soviet Premier and Foreign Commissar, M. Zhdanov, member of the Presidium of the Soviet Supreme Council, and Marshal of the Soviet Union, Generalissimo Joseph Stalin for Russia. For Finland the negotiators were Dr. Ryti, Dr. Paasikivi, General Widen and M. Anttonen.

Finland lost large timber resources and a small part of the whole power system of the Finnish industrial system. Vast and numerous magnificent cellulose and other industrial undertakings. Also some still were the loss of natural defence position and the need for resettlement of 100,000 people removed from the Russian-occupied territories. Flags on Helsinki were flown at half-



mast when the peace terms were made known. Women cried; while men sat in stony silence.

Only the future can say what for we have sold rights or lands to conquering arms," said M. Ryti in a broadcast. With the sword in one hand and a spoon in the other we did not begin to do work of reconstruction, the breaking of the moulds of war, the maintenance and development of our culture.

But in spirit the Finns were undaunted. Field-Marshal Mannerheim, Chief of the Finnish army, was more

popular than ever. His last order of the day to the Finnish forces was inspiring.

Soldiers of the glorious Finnish Army, the Finnish people has been concluded for December country and the Soviet Union. . . . The war which has ended in Soviet Russia, nearly every battlefield on which you have shed your blood, on behalf of everything is held dear and sacred. You did not want war. You loved peace, but were forced into a struggle in which you have done great deeds which will show for centuries in the pages of history.

"More than 10,000 of you who took the field will never again see your homes. But



and also great part of the land of Denmark and our enemies are now lying in Swedish hands, with everything except our ships, which the Allies are not going to take."

Field-Marshal Mannerheim declared that "unhappily offers and promises of assistance which the Western Powers gave could not be realized because"

**Reasons for the Capitulation** Sweden and Norway refused transit, owing to anxiety for their own safety. As to the

deepest reasons for the Finnish capitulation, it seems that, although Sweden was largely responsible because of her refusal to allow Allied aid, this refusal again may have been caused by doubts of the Allies' ability to overcome Germany and Russia, not only in Finland but in Sweden also, if that country should be invaded by Germany as a result of the transit of Allied troops.

Undoubtedly the Finns, in the last stages of the Istmo battle, were facing far more men than they could afford estimated at 1,000 a day, which would have allowed only 246 days of warfare for a nation whose total field army was only 246,000 men. The Finnish artillery, although replenished

from foreign sources, was also largely worn out, and her men, without reserves, were suffering from exhaustion.

Bombing of the front lines and of other objectives played a large part in wearing down Finnish resistance. Russia could muster 2,500 aircraft—seven times as many as Finland's. They prevented the Finnish soldier from getting to rest, and in the opinion of many experts were the deciding factor. Out-numbered, inferior in the air, tremendously inferior in unseasoned strength, the Finnish armies nevertheless inflicted heavy losses on the Red Army. On the front south of Lake Ladoga the Red Army's crack 18th Division had been completely annihilated. On the "wings" from Russian attempts to drive through to the Gulf of Bothnia had cost the invaders 80,000 lives. Russia had sacrificed tanks and aircraft worth many millions of pounds, while her total losses in men were estimated at about 200,000. Little authentic news was available while the campaign was in progress, and not till many months later could a picture be formed of Soviet strategy. A review of the campaign given in Chapter 143 clears

up some misapprehensions that were prevalent at the time.

Finland was faced with a gigantic task of reorganization. Political scenes were witnessed as nearly half a million people from the ceded territories migrated before the advancing Russians. Belongings were piled on hand sledges, on sledges pulled by reindeer and on Finnish army horses, and hundreds of formerly prosperous farmsteads were abandoned. The problem of ex-territorial was aggravated by the fact that Finland's trade with the outer world had stagnated and by the necessity of directing it into new channels. But the Finns received with open arms their refugee countrymen, and their efficient organization which characterized the Finnish effort throughout the war was speedily adapted to dealing with them.

A delicate pact between Finland, Sweden and Norway was entered in the Scandinavian Press. But at a hint from Russia the discussion was dropped. Sandwiched between mighty neighbours, Finland and the Scandinavian countries were obliged to follow a policy which would not offend these Powers. Russia's reason for the campaign had been declared to be the securing of her own safety, and it seemed that she had limited her territorial demands to plans which indeed were important from the strategic point of view, and had in fact asked for nothing more.

#### SOME VOLUNTEERS IN FREEDOM'S CAUSE

Left, Major Kerstin [redacted] talking to some of the 300 volunteers [redacted] to fight for the Finns. [redacted] were aided [redacted] they [redacted] to [redacted]. Below [redacted] Mannerheim addressing the Swedish Volunteer Corps [redacted] [redacted] [redacted].

Published by [redacted] [redacted] [redacted]



# BALKAN TENSION: GERMANY AND THE ALLIES MANOEUVRE FOR POSITION

*The Balkans in Spring, 1940—Hitler and Mussolini at the Brenner—Turkey Speeds Up Her Defence—Conference of the Balkan Entente—Strategic Difficulties of Yugoslavia: Rapprochement with Bulgaria—Molotov's Speech Alarms Rumania—Germany's Economy Demands—The English Commercial Corporation: a Riposte ■ Nazi Penetration—The Attitude of Greece*

**D**OMINANT was that the Balkans would be drawn into the Great War fears which were allayed only temporarily by the accession of Mr. Sumner Welles. Speedy favour of President Roosevelt in Europe reigned in the chancelleries of Belgrade, Bucharest, Sofia and Athens in the early spring of 1940. The struggle between Britain and Finland was reaching its decisive phase. Germany's pressure for economic and political concessions in the Balkans in order to counteract the growing effectiveness of the Allied blockade, was growing more insistent. The meeting of the Foreign Ministers of the Balkan Entente on February 23rd and went with apparently no decision being reached as to the possibility of effective united action against aggression. Mussolini and Hitler had yet another meeting, this time at the Brenner, which caused grave disquiet in the Balkan countries; while a speech by M. Molotov, Soviet Foreign Commissar, in which he mentioned Bessarabia, did nothing to allay

Rumanian suspicions of Russian policy. To these pessimistic capitals of the Balkans there was one exception. This was Ankara. Public opinion in Turkey, which had for years been friendly to Germany and Russia, turned a full circle. The increasing wisdom of the Allies in concluding a pact of mutual assistance with Turkey became ever more apparent, in view of Turkey's key situation in the Balkans and the Near East. After the First Great War Russia had been the first country (after Afghanistan) to recognise the New Turkey. Turkey joined the League of Nations after consulting Russia; Turkey fostered the Balkan Entente with Moscow's approval. With Stalin's support, Kemal Ataturk, founder of the New Turkey, sent his delegates to negotiate the Montreux Convention relating to the Dardanelles. Then came the collapse of the Anglo-French negotiations in Moscow, and Ribbentrop's dash to that capital: the Russo-German invasion of Poland quickly followed.

Up to that moment Turkey had counted on Russia to form the keystone in an Allied anti-aggression front. Turkey was negotiating with Russia a pact of non-aggression. M. Sarajoglu, Turkish Foreign Minister, went to Moscow in the belief that this pact would be concluded; but the Russians were obscure about their intentions and even demurred, as the price of the pact, a unilateral reversal of the Montreux Convention. This would have meant that Turkey would agree to close the straits in all circumstances to foreign warships hostile to Soviet Russia. M. Sarajoglu refused to give Russia the guarantee for which she asked. Instead, he concluded the treaty of mutual assistance with the Allies in which Turkey was formally committed.

By virtue of her pact with the Allies, her control of the Dardanelles, and her relations with Greece, Iraq, Iran and Afghanistan, Turkey became the leading Balkan State and the prop of the Balkan Entente and of Allied policy in the Balkans. The

Prop of the Balkan Entente

Turkish press began to show impatience with the hesitating policy of other neutral countries. The conclusion of peace between Finland and Russia, following the Scandinavian refusal to allow Allied troops to go to Finland's aid, was greeted with regret. "The stigma of the Scandinavian attitude," wrote M. Hussein Fahid, a Deputy and the most experienced of Turkish journalists, "will remain in their history for ever."

Turkey began to prepare actively for war. Supplies were reaching her from the Allies—"sometimes later, sometimes earlier than expected," as a Government spokesman said, "but they were arriving." Practice manoeuvres were staged in various towns of Anatolia, named by Admiral Lucien Mouren, French Palace Defence Chief. There was a number of consultations between President Inönü and the Turkish military chiefs, on the one hand, and Anglo-French military advisors. M. Saydam, Prime Minister of Turkey, broadcasting from Ankara, declared that after intensive preparations since the past 12 months Turkey was ready



DICTATORS MEET AT THE BRENNER PASS

On March 12, 1940, Hitler and Mussolini at the Brenner railway station on the Italian side of the Brenner Pass, where they had a two-and-a-half-hour conversation. Above, the Axis partners are seen shaking hands on Hitler's arrival. Below, Ribbentrop and Ciano took on.

(Photo: International Telegraph)

for anything. He revealed that Turkey had spent £50,000,000 on her army in the past year, and warned the nation that the crisis which had caused a large part of the world was now at Turkey's door.

But while Turkey thus armed herself to be ready for the fray, she kept a wary eye on Italy. Italy is much nearer to Turkey than is Germany,

#### Turkey Watches Italy

and the presence of Italian aeroplanes and warships in the Dodecanese Islands was an ever-present reminder to Turkey of the risks her harbours and towns might run if involved in a war with Italy. The studiously ambiguous policy of Mussolini had always carried suspicion in Ankara, where Italian post-War aspirations in Anatolia were remembered and resented. Italy's seizure of Albania thereby weakening the powers of resistance of Yugoslavia and Greece, was contrary to Turkey's avowed policy of maintaining Balkan independence.

Turkish-Italian relations meanwhile remained conditioned by those between Italy and Turkey's Western allies. There was nothing in these relations in early February, 1940, to preclude the conclusion of a new trade agreement between Italy and Turkey, providing for an exchange of commodities to reach a total of approximately lire (£11,400,000) a year. Satisfaction in Turkey was not confined to the undoubted advantages arising out of increased trade between two countries whose economies were complementary, but was also due to the implied hint of a general improvement in the Balkan situation. Soon after the signature of this accord, on February 9, there were reports of an Italian approach to Turkey for a common Balkan policy in the event of a Soviet march into the Balkans. These reports could not be confirmed, but Turkey's attitude was often proclaimed by her statements was one of unconditional adherence to her pact with the Allies.

The position of the Allies in other Balkan States was less satisfactory, largely owing to geographical considerations. The conference of the Foreign Ministers of the Balkan Entente ended on February 4, 1940, after which the following communiqué was issued:

"After exchange of views between the members of the permanent Assembly, which preceded in a cordial and confident atmosphere, allows them to state unanimously:

(1) The common interest of the four States to maintain peace, order, and security in southeast Europe;

(2) That they will to pursue their resolutely pacific policy, strictly maintaining their



#### KING CAROL STRESSES HIS NEUTRALITY

King Carol is seen above addressing the Romanian parliament in Bucharest in March 1940. He then stressed Romania's devotion to peace and her determination to maintain friendly relations with all powers.

*Photo, Kiplinger*

positions in relation to the present conflict in order to preserve this region from the trials of war:

(3) Their will to remain united within the framework of an Entente which pursues its own ends and which is directed against no one, and to watch in common for the safeguard of the right of each to its independence and its national territory;

(4) That they desire to maintain and to develop friendly relations with neighbouring States;

(5) The need to improve communications and economic links between the Balkan States.

The prolongation of the Balkan Pact for seven years, beginning February 9, 1941.<sup>2</sup>

Great Britain, France, Turkey, Germany and Italy all hailed the conference

as a ~~significant~~ fact which, in view of the opposing interests of the belligerents, led to the suspicion that the conference had resulted in nothing very tangible. "Germany," wrote the "Deutsches politisches Korrespondenz," "welcomes any step which may lead to psychological consolidation and the strengthening of peaceful development in the Balkans." As it was Germany's main aim to return the Balkans as a platform to enable her to defeat the British blockade, the inference was drawn that she saw nothing in the results of the Balkan Entente ~~conference~~ which would draw them together in a common stand against further Nazi aggression.





her neutrality. "We will not participate in a big war," he said. "The Soviet will not be an instrument of alien policy but will pursue an independent attitude." Aescine Bruhan and Krasser of being actuated by motives of revenge, Molotov said.

The Soviet plan ascribed to Russia an imaginary campaign by the Red Army against India, Egypt and the like, and an obvious intention that only people devoid of common sense believe such ridiculous gossip.

M. Molotov then made a reference to Bucharest.

We have heard of our agreement with Rumania. This is explained by the existence of the mutual confidence over Rumania, the subject of which by Rumania has never been recognized by the Soviet. But we have never raised the question of Rumania's by war."

Turkey was quick to emphasize the assertion that the Soviet did not intend to take part actively in the war. In official circles it was felt that the possibility of maintaining peace in the Near East as far as Rumania was concerned was good. But this reassuring view of the future was not shared by Rumania.

The history of Russia's relations with Finland was hardly such as to induce Rumania to relax her precautions. The completion of the defenses on the northern and western frontiers was pushed forward with speed.

#### Rumanian Precautions

It was estimated that Rumania had 1,400,000 men mobilized during the early months of 1941. A realignment was made to cooperate with Bulgaria, whose aspirations regarding the Rumanian territory of South Dobruja might turn her into an uncomfortable neighbor in Rumania's rear if the armies were confronted with aggression from other quarters. M. C. Cantacuzescu, the Rumanian Finance Minister and President of the National Bank, visited Sofia and had talks with King Boris and his ministers. Although the Southern Dobruja was not specifically mentioned, the impression gained around in Sofia that Rumania would not be seen to promising commitment of Bulgaria's claim to this territory when inter-national harmony in Europe had been restored. Meanwhile, arrangements were agreed for an intensification of commercial exchange between the two countries.

German pressure on Rumania for greater deliveries of oil, wheat and other products continued with greater force than ever. The long freeze-up of the Danube, the shortage of railway replacement in Rumania, and the calling up of so many peasants to the colors

had done much to slow up Rumanian supplies to the Reich. Dr. Ciolacu, the Nazi economic negotiator, who arrived in Bucharest in March, was particularly intent on securing release of peasants from the colors so that Germany's agricultural demands could be fulfilled. He also complained of the increasing cost of Rumanian products, which was due partly to increased taxation of the oil companies for national defense needs and partly to the general rise in the cost of living in Rumania.

King Carol, in a speech delivered early in March, stressed Rumania's devotion to peace and her determination to maintain correct relations with all powers. A week afterwards it was revealed that Rumania's Iron Guard, the outlawed Nazi-belted organization which had been responsible for a number of political assassinations, had been pardoned. Those who had been expelled from the public services were to be reinstated, while widows of legionaries including the men who had assassinated M. C. Ciolacu, the Prime Minister, in the previous autumn were to receive damages and pensions.

The official Rumanian attitude to this amnesty was that it was a purely internal move to induce greater unity within the country. There were reports, however, who asserted that King Carol had acted under external (German) pressure. (The Iron Guard, it will be recalled, advocated a firm alliance



BULGARIAN PREMIER

The Rumanian industry on February 15, 1940, and a new Bulgarian government was formed next day headed by Professor Bogdan Filov (above).

Photo: BOSTON GLOBE

between Rumania and the Rome-Berlin Axis Powers.)

In the trade between the Allies and Nazi Germany for production in the Balkans, the Allied weapons were their first markets of the world, which could be made available or unavailable to Balkan exporters; their control of essential raw material and certain essential armaments supplies; and the unbridled sympathies of the peoples in every Balkan country except Bulgaria for the Allied cause. The German weapons were then provisionally acquired hold on the trade of the Balkan countries, the possibility of German troops to the Balkans; and the spread of propaganda aimed at inspiring the Balkans with the idea that they would overthrow if they resisted Nazi demands.

Working in favour of the Nazis was the lesson inspired by their ruthless destruction of Poland, supplemented by many times to show the alleged inviolability of the

#### Argument of Fear

The Nazis implied that Germany was Rumania's only friend who could prevail on Russia to hold her hand. But the main Nazi argument was fear, and the more fear they could inspire the greater were their chances of securing economic hegemony in the Balkans.

The extent of Nazi economic penetration was indicated by trade figures, which became available in the early part of 1940. These showed the total exports of the Balkan countries and Germany's share of those exports as follows:

Balkan Exports for the Year 1939

	Total Exports (million)	Exports to Greater Germany (million)
Greece (including Bulgaria share)	1,201	2,720
Turkey (ET)	24,500	11,274
Yugoslavia (Greece)	197,000	33,000
Bulgaria (Greece, 11 months)	5,021	2,331
	5,003	3,518

It will be seen that Germany's share amounted to most cases to nearly one-half, and in the case of Bulgaria to more than 50 per cent of such country's total exports. Exports to Britain during 1939 were in comparison insignificant, being as follows:

Balkan Exports to Great Britain for the Year 1939

	(million)
Greece (including Bulgaria share)	1,250
Turkey (ET)	3,709
Yugoslavia (Greece)	7,002
Bulgaria (Greece, 11 months)	367
	180





### BRITISH ENVOYS CONFER AT THE FOREIGN OFFICE

Lord Halifax presides over the first of a series of talks at the Foreign Office between British diplomatic representatives from countries abroad. From left to right are: Mr. Harold Campbell (Yugoslavia); Sir Reginald Hoare (Rumania); Sir H. Knatchbull-Rogers (Turkey); Sir Percy Loraine (Italy); Viscount Halifax; Sir William Strick (Russia); Sir Charles Palmer (Greece); Mr. Owen St. C. O'Malley (Hungary); and Mr. George Randal (Bulgaria).

Photo, Central Press

After the outbreak of the Second Great War Germany's share of Balkan trade as compared with Britain's share still further increased, as shown in the following tabulation:

#### Balkan Exports Four Months September to December, 1939

(All figures in millions of local currency)

	Total Exports	To U.S.	To Germany
Greece	4,110	912	982
Rumania	9,917	1,455	4,886
Turkey	53,805	4,605	18,232
Yugoslavia	9,105	110	1,092
Bulgaria (Sept. to Nov.)	2,881	90	1,030

It was seen in London and Paris that if the Allied blockade was not to be seriously vitiated by a large influx of commodities to Germany from the

**Balkan countries,**  
**energetic steps were**  
**necessary. The result**  
**was the summoning**

to a conference in London of the British diplomatic representatives in Belgrade, Sofia, Bucharest, Athens, Ankara, and Rome. The summons stirred the imagination of the Balkan press, as the Balkan countries felt that at ~~the~~ their economy, so neglected by the Western Powers in the years of peace, would gain by the renewed Allied interest. It was taken as a proof that the Allies "meant business" in the Balkans.

Especially ~~was~~ this so with Greece, who was very eager to find an alternative market in the Allied countries for tobacco, which constituted 45 per cent in value of her total exports. Greek sympathy for the Allied cause arose not only out of Germany's ruthless sea warfare, which had resulted in severe

losses to Greece's mercantile marine, but from the traditional bonds of friendship which had united Britain with Greece since the beginning of the 19th century, when British volunteers (including Lord Byron) and warships played a decisive part in the achievement of Greek freedom from Turkish domination. These bonds had been reinforced by the Allied guarantee given after Mussolini's invasion of Albania.

Pro-Allied sentiment in Greece ~~was~~, however, kept in strict bounds by King George II and his right-hand man, General Metaxas. The press was allowed to give only equal space to German and Allied communications, and opinion was banned. The last conflict in which the Greeks were involved had endured from 1912 until 1923, when hostilities with Turkey ended, and the Greeks were heartily tired of war. Greece had also to consider the attitude of her great neighbor, Italy, whose ~~was~~ with Berlin could hold grave implications for Greece if the latter abandoned her neutral attitude. Greek harbors and towns were particularly vulnerable to attack from the air, while Italy had secured a land frontier with Greece by her seizure of Albania. Greece's attitude ~~was~~ one of watchful waiting. Meanwhile she continued with her rearmament and, to use the words of General Metaxas in Salonika, in February: "Whether Greece ~~was~~ spared conflict or not, she would maintain her self-respect. She would not ~~show~~ on her stomach in order to be spared the horrors of war."

Further indication of the Allied resolve to obtain a much larger share of Balkan trade was the formation, announced by Sir John Simon on April 6 of a great British trading corporation under Government auspices to develop trade with the Balkans. The corporation, called the English Commercial Corporation (E.C.C.), was aimed at intensifying the economic war against Germany. Capital was being provided by the Treasury, and Viscount Scandon was nominated chairman.

In some London quarters, however, doubt was still expressed as to the efficacy of remittance methods alone in countering the Nazi stranglehold on the Balkans. Oppor- **Countering**  
tunities to purchase **the Nazi**  
and sell in the Allied **stranglehold**  
markets, the critics

said, would hardly induce the small Balkan countries near Germany to lay their territory open to Nazi invasion by refusal to bow to German economic demands. The Nazis were never tired of pointing out that whereas the Allied armies were some distance away in the Near East, the Nazi armies were on, or close to, the frontiers of Rumania, Yugoslavia and Bulgaria. It was widely felt in London that, if the new trading corporation were to block the Balkan trade in the Allied blockade, the Allies would have to make the necessary strategic dispositions to ensure speedy and effective support for the Balkans against the Nazi military menace, in addition, of course, to economic support.



# FIVE MONTHS OF ECONOMIC WARFARE: TIGHTENING UP THE BLOCKADE OF GERMANY

*Cutting Off Germany's Sea-borne Exports—A Million Tons of Enemy Contraband Captured—The Navicert System—The Nazi Position Examined—Stopping Leaks in the Blockade—British Trade Agreements—Drawing the Noose Tighter*

**T**his Chapter ~~sums~~ up the story of Economic Warfare from page 329, and deals with the five months November, 1939, to March, 1940.

Although within twenty-four hours of the declaration of ~~war~~ Britain imposed a ban on the import of certain goods—"contraband of war"—into Germany, it was not until November 27 that the ~~same~~ restrictions were made to operate against Germany's exports.

The occasion and justification were afforded by the campaign of unrestricted outlaying begun by the Nazis in November, 1939, in course of which numbers of merchant ships, neutral to a greater extent than Allied, were sent to the bottom by magnetic mines strewn about the coast in complete disregard of the Hague Convention which Germany as recently as the preceding September 17 had promised to observe. The British Government, isolated Mr. Chamberlain in the House of Commons on November 21, 1939, was not prepared to allow such a method of conducting

warfare to continue without retaliation. In the last war, the Premier went on, as a measure of justified reprisal for submarine attacks on merchant ships, exports of German origin ~~on~~ ownership were made subject to seizure on the High Seas, and "the many violations of international law and the ruthless brutality of German methods" had now decided the Government to follow a similar course. A few days later—on November 27—the King signed an Order-in-Council declaring that German exports carried in neutral ~~ships~~ on the high seas should be liable to confiscation, and on December 4 the two-way blockade of Germany came into operation.

From midnight on that day all export goods of German origin were liable to be detained by the Ministry of Economic Warfare, and all ships outward bound from Continental ports were required to call at one of the controlled control ports for the examination of their papers and cargoes. All goods carried in neutral bottoms which

were discovered to be of enemy origin were detained, and it was stated that they, or the proceeds of their sale, would be retained until the end of the war.

German spokesmen professed to feel little concern over the new measure, inasmuch as the export trade of the Reich, particularly with the countries of Latin America, had already been reduced to insignificant proportions. Many of the neutrals, however, protested vigorously. For a week or two Lord Halifax was kept busy at the Foreign Office receiving visits of protest from the representatives of disgruntled states—Ireland and Japan, Holland and Belgium, Sweden and Denmark—and every effort was made by the Government to meet any reasonable objection. As Mr. Butler, Under-Secretary for Foreign Affairs, made a plain in the House of Commons on December 4, Britain was doing her best to understand the difficulties of neutrals and to give them underhand ships, but the ~~more~~ he insisted with her primary object of exercising our belligerent rights and winning the war.

Soon the tide of complaint and contention began to ebb, and it was generally recognized that the new British scheme of reprisals could hardly be compared with that British Reprisals method of warfare which made, or could make, no discrimination between friend and foe, between active belligerent and passive neutral. Meanwhile, the war against Germany's imports was being prosecuted with the utmost vigour and the most striking success. Not a week passed but she was deprived of quantities of petroleum, mineral ores, cotton, oils and fats, rubber, fibres, hides and skins, and foodstuffs. Thus in the last week of 1939 the British Centralband Control intercepted and detained 20,800 tons of contraband goods suspected of being destined ~~for~~ Germany, comprising:

17,650 tons of petroleum and allied products,  
1,450 tons of ores and metals,  
800 tons of miscellaneous foodstuffs,  
400 tons of alkalies,  
100 tons of cotton,  
100 tons of gums and resins,  
and quantities of rubber, chemical products, tanning materials, timber, and hides and skins.



GERMANY IS FEELING THE PINCH

Field-Marshal Goering—in a white uniform—was seen above inspecting scrap metal ~~gathered~~ for Germany's National Metal Collection. It will be noted that there is a metal head of Goering himself on the table and one of the Fuhrer on the ground.

Photo, ~~London~~ Press



In the war's first seventeen weeks the detention by the British Contraband Control amounted to 537,000 tons of goods capable of being used in the prosecution of the war, and in the same period the French Contraband Control detained 129,000 tons, making a total of nearly a million tons.

Just before Christmas the Ministry of Economic Warfare translated the joint Allied total into picturesque terms. To transport the petroleum seized, 600 trains consisting of 30,000 trucks would be required, and 640 trains consisting of 32,000 trucks would be needed to carry the various metals seized. To transport by road all the contrabanded goods would necessitate the employment of 110,000 trucks, or 2,200 trains. These trucks, being coupled together into a continuous train, would take up 600 miles of railway line, roughly equal to the distance from Hamburg to Vienna. Then, with reference to the British seizures alone, the hides seized would make 45,000,000 sandwiches and the hides and skins well over 5,000,000 pairs of army boots; while the cotton would be sufficient to manufacture enough gun-cotton for 12,000,000 high powerizer rounds; and the petroleum products of various kinds, amounting to over 25,000,000 gallons, would more than fill to capacity the tanks of every motor vehicle on Britain's roads.

When Mr. Ronald Cross, Minister of Economic Warfare, was called upon on January 17, 1940, to give a review of his Ministry's activities, he spoke in encouraging fashion. Opening with a definition—economic warfare, he said,

consists of attacking the industrial, financial and economic structures of the enemy, thus to cripple and enfeeble his armed forces, so that he can no longer effectively carry on the war—he went on to describe the steps which had been taken, in the most cordial and active conjunction with our French allies and with the Governments of our partners in the British Commonwealth of Nations,



#### ENFORCING THE BLOCKADE IN THE STRAITS

The photograph illustrates how in the Straits can be seen the enforcement by the British Contraband Control. Beneath, in the passenger's office of the United States liner "Washington," officials of the Contraband Control are seen examining passengers' passports. In this instance a German refugee is being closely questioned.

REUTERS, Photo News

to employ the economic weapon against a country which had been mangled and hammered into one vast military and economic machine. Owing to the many channels of supply still left open to the enemy in the shape of neutral countries, a new technique had been necessary, and had been devised.

"It was to us our duty," said the Minister, "to build a wall against neutral states. We wanted to put nothing in the way of their getting goods for their own legitimate consumption. What we were seeking was that such goods as penetrated to the German frontier should not pass over it. The more we succeeded in putting a barrier to the neutral German States, the more would be the delays to neutral shipping and the greater would be the continuance of home-like neutral trade."

He went on to describe the system of Navicerts, a form of naval passport which was issued on advance information of cargoes being given before the actual shipment, and told of the negotiation of a number of trade agreements and the large-scale purchases in neutral countries of goods which might have passed into enemy hands and so have been applied to the extension of the

German war effort. Giving some details of the latter, Mr. Cross revealed that our agents had bought goods in countries where we had never bought them before.

"We had made forward contracts for commodities which in peacetime would make only business men shudder. Our agents had succeeded in getting to the far corners of a commodity, not where we had not bought enough to endanger German supplies, but where there was a great deal of spare capacity. In this respect we had been aided by a number of countries by the intelligent anticipation of the needs of the people. German buyers had been confronted with scarcity and high prices. It is through co-operation with our free allies our policy has been very effective."

Next the Minister made an examination of the German position.

"Germany," he said, "has met the reserves that the last twenty-five years ago. The country and her stocks of raw material were under conditions of life were strained; enormous demands were placed for clothing and food; the people of Berlin were suffering from lack of coal, which was being used to provide synthetic rubber and fuel oil. There were signs of an abnormal effort to convert currency into goods from the future inflation; there had been a rush to buy in quantity such essential goods as

sine habito, because they were not rationed. Black markets in food were growing up in some cities. A minister sent a Christmas gift to someone in form of a cake, and the father of the family, in thanking the minister, said they wondered when they would see another. On the other hand, sufficient crystals was being imported from the Bohemian countries to provide a standing dillinger on the tables of the party families."

Germany, said the Minister, was short of many vital raw materials—petroleum, copper, wool, cotton, oils and fats—and

### Nazi Textile Shortage

as 80 per cent of her supplies of raw wool were obtained normally from overseas, the textile situation in the Reich was critical, and rationing had had to be introduced for all kinds of clothing. Here Mr. Cress produced a clothing ration card one such as was issued to men in Czechoslovakia.

It was quite an interesting system and worked like a pocket game. There were a hundred coupons a week could be collected, and which had to last for a year. A holder had to give sixty coupons for one suit, two coupons for a man's handkerchief, fifty coupons for a necktie, twenty or thirty for a shirt, and

more. It was impossible in the course of a year only a meagre amount could be obtained by this ration card. Other articles, such as blankets, linen, haberdashery, and so on, could be obtained only on production of a license."

In conclusion, Mr. Cress declared that, despite the German natural fertility in excessive deficits, our net was drawn very tightly. After four and a half months of war we could claim that there were no important leakages, and they were looking forward in all confidence to the day when they would have a strangled Germany's economy. He said she could no longer maintain her war effort.

Further light on the operation of the economic weapon was thrown by Mr. Cress in a broadcast on January 24, 1940, when he answered the criticism that it was inhuman to include food stuffs in the list of contraband.

"We must realize," he said, "that Germany is a totalitarian country and that such Germanization has placed that economic front which we are attacking. To rely on attack would merely prolong the war and increase the loss of life. What is more, you cannot separate foodstuffs from industrial

war materials sent to those ships. Chocolate is made from milk, sugar from beet high explosives from nitrate. Absent is a motor fuel."

Above all, I want to make it absolutely clear that there need be no starvation in Germany, no matter how long the war may last. Germany is practically self-sufficient if the Nazis use their plentiful foodstuffs to feed their people and their guns. Guns and butter. But to feed the people? He talks for explosives to feed the people? It has been a real and painful situation for the German people. It may become more painful yet, but it is the Nazi Government which has made that choice, and will have to make it. It is they, not we, who starve the German women and children."

With cheerful colours, then, Britain's Minister of Economic Warfare painted the picture of his department's activities—colours which, so some critics in the Commons and country alike declared, were too cheerful. There

### Economic Ministry Criticized

were some who reminded him that the Hohenzollerns were not alone in driving through the bitter weeks of winter because their food supplies had failed; that Londoners, too, had a good throw and probably for the same reason—difficulty of transport in winter conditions never known in the memory of living men. As for the clothes ration card about which Mr. Cress made such play, might it not be other examples of German rationing not be a feature of the Nazis' realization that they were really at war, that they were willing to tighten their belts now in order that they might fasten on the profits of the "bloated plutocrats" later? Besides, the German popular press showed that they could joke about the 100-point system of clothes rationing—and joking is often a sign of strength.

Still more to the point were the allegations that a number of leaks had developed, or had always existed in the blockade of the Reich. Through all the control countries on Germany's frontiers and at that date they were still many supplies

### Leaks in the Blockade

were pouring into the Reich from overseas, particularly from the U.S.A., and from the figure it was quite obvious that much of the imports was destined not for home consumption but for re-export to the Reich. Thus during the first five months of the war Italian purchases in the United States increased by £3,600,000 and Norway's by nearly as much, Sweden's by £3,000,000, Holland's by £1,250,000, and Switzerland's by £2,000,000. Though some of this traffic was undoubtedly legitimate, the implication—in the case of Italian purchases double the figure for the year before, while the Norwegian and Swiss purchases were respectively three times



THE NAVY INVESTIGATES

This photograph taken at a British Control Board warehouse shows Naval salvage inspectors checking the contents when inspecting a Dutch ship's cargo. An assortment of items lies ready in the foreground.

Photo. P. M.



and four times—was far too big to be explained in terms of normal trade. Moreover it was significant that bulkings comprised the purchases were cotton, petrol, iron, steel and copper—all materials which had a most definite wartime value.

Other figures supporting the same conclusion came to the fore. Thus during the last four months of 1939 the U.S.A. exports to thirteen neutral countries of Europe

**Neutral  
'Middlemen'** middlemen between America and Germany

Italy, Russia, Sweden, Norway, Denmark, Yugoslavia, Bulgaria, Greece, Romania, Belgium, Holland, Hungary, and Switzerland—amounted to £22,000,000 as compared with £12,000,000 in the corresponding period of 1938—representing an increase of £10,000,000. Yet during those same four months of war Britain and France received from the U.S.A. goods to the value of £27,000,000, as compared with goods to the value of £20,500,000 purchased in the last four months of 1938—an increase of only £6,000,000. Again, whereas between September 1, 1939, and January 31, 1940, the sales of the U.S.A. to the Reich dropped by £7,500,000, American shipments to eight neutrals next door to Germany increased by £17,125,000 in the same period.

Finally, there can be little doubt that the huge quantities of copper, wheat, petrol, rubber, and tin which since the beginning of the war were dispatched across the Pacific from the U.S.A. to Vladivostok, Soviet Russia's Far Eastern port, were largely destined to further Germany's war effort; for even though these actual goods were not dispatched to the Reich, their import into the Soviet Union permitted the release of equivalent amounts for Germany's use. Before the war America's sales to Russia averaged less than £1,000,000 a month, but even quite early in the war they had risen more than doubled.

In the face of such criticisms supported as they were by statistics of indisputable authority, the Minister of Economic Warfare, while he did not claim that the blockade

**British  
Trade  
Agreements** was 100 per cent effective, stated that to the best of our know-

ledge there was no significant leakage of sea-borne supplies. In particular he defended the trade agreements which had been negotiated with neutrals and which had been attacked on the ground that they permitted imports on too lavish a scale. The only alternative, he said, was the renunciation of neutrals. "But we cannot just stop shipping,



**RED ENGIN ON FORMER GERMAN SHIP**

The 7,000-ton cargo ship 'Empire Abbot' (above) was the first German ship to arrive in the Thames since the outbreak of war. After her capture by the 'Ark Royal' she was berthed at Millwall docks and her cargo unloaded. Whilst at sea her German name had been changed to a Dutch one and her port of registry altered. Before she was renamed the 'Empire Abbot'.

REUTERS Photo

Such conduct would earn me the title, which was given by the Hamburg radio, of Minister of Piratical Warfare.

Mr Chamberlain also defended the trade agreements in his statement on April 2, 1940; of them, he said, contained stipulations regulating the exports of the domestic products of neutral countries to Germany—in particular of the fats essential to the Nazi war effort. Another weapon in our armory, he went on, was that of purchase, and he told how Britain had bought up the entire exportable surplus of Norway's current catch of whale oil, while the Allied purchases of minerals in north-western Europe had also been on a large scale. The most important of all the weapons of our economic warfare, he continued, was the employment of our sea power, and after a reference to certain practical steps which had been taken to interfere with the unimpeded passage of German cargo ships from

Scandinavia—steps which a few days later were followed by the German invasion of Norway—he announced that Soviet ships suspected of carrying contraband destined for Germany via Vladivostok had been recently detained.

On the whole, then, the economic war's offensive aspect might well seem to be at a promise. The more we being drawn ever tighter about the neck of the Reich: "We people were already short of rationing, but factories were running short of essential raw materials, and the ingenuity of her chemists was being increasingly taxed to devise substitutes for the materials which no longer succeeded in crossing the frontier. As for the defensive aspect against Germany's blockade of Britain—the outlook was even more certainly encouraging, for as we tell in another chapter) the final attempt of mines and torpedoes had failed altogether to close our ports to the argosies of world-wide commerce.

## Diary of the War

### MARCH, 1940

March 1, 1940. *Reconnaissance* continues preliminary air support. A violent air battle over Karelhian Islands. R.A.F. makes reconnaissance flights to Berlin, Kiel, Hamburg, and Rotterdam. Night. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 2. *Reconnaissance* flights. British "Maurice" tank flying over the coast of the North Sea. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 3. Hand-to-hand fighting in Vilpuri. R.A.F. bombers again over Berlin. Great air activity over Western Front. British submarine "Peregrine" sunk. Many air attacks on shipping.

March 4. Vilpuri still in Finnish hands, although Germans attack success on Vilpuri and to sea. Heavy air activity over the North Sea. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 5. *Reconnaissance* continues over Vilpuri and around in evening over Vilpuri Bay. British and other forces heavily bombed. British ship "Maurice" and Norwegian "Veslefjord" sunk.

March 6. British air force of Vilpuri for reconnaissance. German of eight British ships enroute and from Germany to the coast in place. Heavy air attack made on lightship off Norfolk coast.

March 7. *Reconnaissance* make repeated attacks from the Vilpuri Bay. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 8. Fighting continues in the Vilpuri Bay. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 9. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 10. *Reconnaissance* flights over Vilpuri and around in evening over Vilpuri Bay. British and other forces heavily bombed. British ship "Maurice" and Norwegian "Veslefjord" sunk.

March 11. Fighting continues round Vilpuri and north-east of Lake Ladoga. Mr. Chamberlain states that Allies will give immediate help to Finland provided support agreed to be received.

March 12. Fighting still going on in the Vilpuri Bay. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 13. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 14. Evacuation from Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 15. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 16. Air Ministry announces further reconnaissance flights over Polish territory and over Rotterdam. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 17. Fighting continues in the Vilpuri Bay. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 18. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 19. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 20. *Reconnaissance* flights over Vilpuri and around in evening over Vilpuri Bay. British and other forces heavily bombed. British ship "Maurice" and Norwegian "Veslefjord" sunk.

March 21. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 22. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 23. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 24. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 25. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 26. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 27. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 28. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 29. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 30. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.

March 31. *Reconnaissance* flights over Vilpuri. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed. British submarine "Peregrine" sunk. Survivors of inland Indian steamer "Mirella" landed.



#### THE CEASELESS SEARCH FOR CONTRABAND

Continued from page 1

Day in and day out the work of the British Contraband Customs seems an unceasingly and exacting task. In addition to the thorough investigation of cargo, all parts of the ship are searched, and passengers interrogated. In this photograph drums of oil are being carefully examined.





#### THE EMPIRE ANSWERS THE CALL.

Photo L. V. 4, 1914-1915

The overseas contingents of the New Zealand and Australian armies had a hearty send-off from their fellow-countrymen when they left their homes to go to the aid of the Mother Country. Above, New Zealand troops marching through the streets of Christchurch. Below, men of the Second A.I.F. embarking on a transport at Sydney.





#### AUSTRALIAN TROOPS IN THE HOLY CITY AGAIN

The first contingent of the Second Australian Imperial Force, together with the New Zealand Expeditionary Force, landed safely at Suez on February 12, 1918. They quickly settled down to their camps in the West End, and at times were able to visit places of interest in the Holy Land. Above, a party of Australians is seen leaving the Church of the Holy Sepulchre in Jerusalem.



Photo M. F. P. A.

#### MR. EDEN CONVEYS THE KING'S GREETINGS TO THE ANZACS

When the Anzacs arrived at Suva in February, 1940, they were greeted by Mr. Anthony Eden, who is seen above addressing men of the New Zealand Expeditionary Force. Mr. Eden, at that time Dominions Secretary, had flown from England with a message to the men from the King. On the extreme right is Lieut.-Gen. Sir A. P. Wavell, commanding the British Land Forces in the Middle East.



# THE EMPIRE AT WAR: BUILDING UP A STRIKING FORCE IN THE MIDDLE EAST

*Anzacs Arrive in the Middle East—A Highly Successful Transport Operation—Progress of the Empire Air Training Scheme—Vanguard of Canada's Air Force—Rhodesia's Fine War Effort—How India Aided Britain With Men and Money—More Gifts from the Straits Settlements*

With the approach of spring, 1940, the tempo of warlike movements on the British Empire began to grow faster and more obvious. In February and March was seen the first big demonstration of the Imperial military power, capable of such immense development and based upon the overwhelming economic and naval resources of the British Commonwealth. And in this period the chief event was the arrival of the Anzacs in the Middle East, recelling the magnificent intervention of their predecessors on several vital battlefields in the First Great War.

The first transports carrying contingents of the New Zealand Expeditionary Force and the Second Australian Imperial Force from the Antipodes arrived at Suez on February 12. The new-sonded note of determination and confidence in ultimate success, contrasting to the winter spell of Nazi threats and intrigues and to the Russian menace to isolated Finland's very existence.

Not only was the arrival of the Anzacs as reinforcements for the Allied Middle East Forces a significant indication of our determination and power to main-

tain communications from the Mediterranean across the Near East to Iran (the great oil route), but it warned Soviet Russia that her own oil shipments from the Caspian part of Baku were vulnerable to Allied and Turkish attack if she should attempt to invade the Balkans in concert with her pseudo-ally, Germany. Throughout the Near East the political effect was immense. Both Egypt and Turkey were reassured while in Palestine and Syria, during the next few weeks, the disheartened Arab elements seemed to be submerged and at last the Arabs and Jews of Palestine began openly to cooperate, in a common attitude of antagonism to enemies of the Allies.

Dimmer in significance the arrival of the Anzacs was also highly impressive in the complete success of the operation. One of the greatest and most fully equipped armies ever to be transported in a single convoy had come 10,000 miles without an accident or a casualty, and in complete secrecy. The news was

published on February 13, when the public learnt how the fleet of great liners had reached Suez the previous day, and New Zealanders had been the first to land. The Anzac convoys had been greeted officially by Mr. Eden, Dominions Secretary, Sir Miles Lampson, British Ambassador to Egypt; Lieut. General Sir Archibald Wavell, General Officer Commanding-in-Chief in the Middle East; the Governor of the Suez Canal, and others. The great fleet of transports was escorted by British, Australian and New Zealand warships, and within 18 hours the military contingents had taken up camping and training quarters, not only at Suez, but in Egypt and Palestine. The advance guard of the Australians, for example, had disembarked at El Kantara, at the north end of the Suez Canal, on the evening of the 12th, and arrived as camp in Palestine next day. The "Daily Telegraph" Jerusalem Correspondent's report supplied the public with another of those vivid glimpses of far-flung Imperial activities.

The troops left their rooms in a small village station in quiet el-Hilwan and proceeded to the camp in a long line of buses. They quickly settled down to their work, and some Australian centres took care of the British soldiers who had been guarding the camp. The Australians issued occasional signals as they took their lunch, which was cooked in 100 iron food kitchens. Food tins were being put in 100 crates and Arab and Jewish workmen were clearing off the roads, buildings, and hospital parking grounds.

The arrival of the Anzac forces in Egypt on the same day was seen by a writer in the "Palestine Post" as a deterrent to a Russian thrust in the Middle East or a German advance in the Balkans.

To the Dominions Secretary still fell a vital share in the common efforts developed by the Allies in the east region which divided the Russian sphere of influence from the Germans. To maintain peace in this region and to suppress the position of Turkey are the main objects which brought to the Middle East the resources of those Empire who made the battlefields of land and sea.

If the significance of this event was quickly seized by the local press, it was no less clearly perceived across the world. The "New York Times"



GENERALS IN CONFERENCE

Prior to the appointment as Commander-in-Chief of the Western Front, General Weyand was in command of the French Forces of the Levant. He is seen here in conversation with Lieut.-Gen. Sir A. P. Wavell, Commander of the British Land Forces in the Middle East.

FORN PHOTOGRAPH





### ANZACS ARRIVE IN EGYPT ONCE MORE

The photographs in this page show: 1. Men of the second Australian Imperial Force disembarking by night at Suez. 2. Brigadier A. S. Allen, D.S.O., commanding the Australian Force during the voyage on the arrival at Suez. 3. A soldier of the 2nd A.I.F. looking over the water at other ships of the convoy which brought the Australians safe and sound to the Middle East. 4. Major-General B. C. Freyberg, V.C., the commander of the New Zealand Forces overseas, waving to men on one of the transports. 5. A member of the New Zealand Repatriation Force, mounted on a camel, sight-seeing at the Pyramids.

(Photos, D.P.P. 1. Associated Press. 2. Melbourne Herald. 3. 4. 5. Information.)





shipment of the RCAF arrived in England on February 25, and a fifth of the personnel were French-speaking Canadians. On April 4 Mr. Wilson flew to an RCAF station in England to inspect the RCAF, cooperation squadrons which had made excellent progress and were in Mr. Wilson's words, the vanguard of Canada's air force. On April 10, 1940, Norman Rogers, Canadian Minister of Defence, and Major-General Odgers, just appointed to the command of the Second Canadian Division, landed in an English port. They came to discuss the current war effort. A further step in Canada's preparations was revealed on April 11 by the acting Minister of National Defence in Ottawa, Major-General Power, who announced a plan to group units of the non-potential section

The general feeling in Britain was voiced by the Post Laureate:

*To the Australians Coming to Help Us*  
Out of your young men a portion to be free  
You tell your loved ones to be very brave  
Till the birth of a new day, on the sea,  
At dawn, with the first light of dawn,  
Whatever death was destined, you know  
That.

No faith in the world and anywhere  
That you had any, on, talking, and your end  
Again, you give your blood (H) for the sake  
Of a few more men, a whole country,  
You will be free, liberty and take  
The frontward path, wherever it may lead  
Adverse, Australia's welcome and God  
speed!

That message should help Indian leaders and  
be a guide to be in this world day.

These words by Mr. Mansfield presented  
to Mr. A. M. Brown, Australian High Commissioner  
in London, and sent to the High Commissioner in U. S. G. M. Brown, Canadian  
High Commissioner.



#### CANADIANS ON ACTIVE SERVICE

Here are photographs showing plans of Canada's wartime effort. Above, Mr. Norman Rogers, Canadian Defence Minister, slain in an air crash in Canada, shooting to Lt. Gen. J. G. McNaughton, the Canadian C-in-C, at Aldershot. Below, Canadian soldiers in uniform, waiting for the general election held in Canada on March 20, 1940.

Photos: A. B. (top) and (bottom) J. G.



could not yet mobilized with units of the Canadian active service force providing reinforcements for the latter. All infantry units were to be grouped into eleven Territorial regiments.

In Australia, during this period up to the end of April, when further extension of hostilities by Germany was threatening in both the south-east and the west, measures were being discussed for laying down anti-aircraft vessels of various sizes up to 1,000 tons, and for further developments of the heavy industries. Early in March it was learned that the Commonwealth was pressing the British Government to release a large quantity of aluminium for making machinery in Australia. Plant ordered in 1939, however, had been requisitioned by the British Government and required replacing.

Lord Gowrie, Governor-General of Australia, when opening the Federal Parliament at Canberra on April 17, pointed the moral to be drawn from the German invasion of Denmark and Norway—that the fate of all small nations depended on a conclusive victory for the Allied forces.

The unhappy and long example of the Low Countries, though feared was not to come, with its far-reaching consequences for the Allies, but in Australia, under the statesmanlike leadership of Mr. Menzies, there was already a clear-sighted understanding of the situation, and the greatly helped the punctuality and effectiveness of Australian contributions. A further example of Mr. Menzies' grasp of world issues was his appeal to Italy when he inaugurated, on April 29, a new



Australian broadcast in Italian from Sydney. Pleading for better understanding, he asked Italians if, with their traditions of civilization, brutal force alone were to be permitted to reign hereafter.

In the middle of April reinforcements (mainly trained technicians) arrived for the Royal Australian Air Force squadron which had come to England the previous Christmas.

#### Technicians for the R.A.A.F.

Figures received in London on April 17 showed that Australia was going to train as one force personnel of 26,000. The Australian Navy personnel was 11,000. The Second Australian Imperial Force, 193,000 men, was being expanded to an army corps of 48,000. New Zealand was already maintaining two divisions and had raised an army division for service overseas, while her air force had already been more than tripled since the outbreak of war.

The Canadian air force had been increased by nearly 14,000 men. Provision was being made for a total personnel of more than 30,000. In South Africa the strength of the Union forces now totaled more than 50,000.

Besides the great Dominions, other ones of the Commonwealth continued the tale of cheerfully made contributions. Zealand and vigorous Southern Rhodesia decided to introduce conscription, as announced by the Governor at the opening of the Rhodesian Parliament on April 22. The first contingent of the Rhodesian Territorial Force arrived at Suez to join the Allied forces in the Middle East in the end of April. The



#### REHEARSING SINGAPORE'S DEFENCES

The great naval base of Singapore, Britain's strategic outpost in the Far East, was busily defended against possible air attack. Anti-aircraft guns on the Singapore coast-line are seen above during practice.

(Photo, Singapore)

S. Rhodesian Government had decided to contribute £1,500,000 a year to cover expenses of the Rhodesian military and air forces, and the first of the three air squadrons offered to Britain the previous autumn were now completed in training and was ready for service.

Many more gifts from Indian rulers and simple African tribes were made, and a remarkable demonstration was that of the Jirga, or gathering, of tribesmen from the Khyber Pass region in the end of March. It was reported from Pretoria that the sardars of these Mohammedan tribes to assist the British Government in the prosecution

of the war was strengthened by gratification in the Anglo-Turkish alliance. The spokesman of the Jirga declared they were prepared to fight against Soviet Russia or Turkey, Afghanistan or Iran were threatened. They also resolved to do nothing to help Germany or Russia. At the Kaster week-end, besides Dominion soldiers, sailors and marines, British people of Indian had the opportunity of seeing Indian Mahomedan troops, some of whom were stationed in a garrison town in the Northern Command. They wore khaki uniforms, had pay and conditions similar to those of the European troops, and were at the camp to relieve soldiers in training in the Pioneer Corps section dealing with training of the volunteers.

It was announced on April 11 that the Straits Settlements had agreed to make a further £1,000,000 gift towards the cost of the war, in addition to a similar sum given a year previously for Imperial defence. There were also further contributions from the Sultans of the Federated Malay States, and the total financial contribution to date from the Federated and the Unfederated States of Malaya during twelve months now amounted to £1,704,000. War taxation was expected to yield over all Malaya another £1,750,000 a year.

Thus both in a military and economically the Empire in all its diverse ramifications had during the past eight months of the war prepared itself for the large-scale hostilities to come—that were in fact now beginning with the brutal German irruption into Scandinavia.



#### WHERE CANADA KEPT ENEMY ALIENS

A sentry on duty at one of the 500th crows at the internment camp of Kananaskis, where the Canadian Government interned its enemy aliens. Kananaskis, one of Canada's two largest departments, lies high up in the Canadian Rockies, west of Calgary.

(Photo, Kananaskis)



## DENMARK AND NORWAY UNDER THE NAZI HEEL

With the usual lack of provocation and absence of any declaration of war, Germany invaded Denmark and Norway in the early hours of April 9, 1940. We give here a selection from many proclamations issued by the heads of the outraged countries, and two short extracts from statements by the British Premier at the beginning and at the end of Hitler's unprovoked act of aggression.

HEINRICH KRIEGER, PRIME MINISTER OF DENMARK, IN A SPEECH IN THE DANISH PARLIAMENT, APRIL 9, 1940.

With grief and sorrow the country has received the news of today's events. We have been pursuing a policy which aimed at keeping out of serious entanglements. Last night, however, we learned that the Danish-German conflict had been caused by German forces. German bombers flew over our capital, and the Government had to accept the German demands for the admission of German troops into Denmark.

Germany has insisted on this also had no intention of respecting Denmark's independence and territorial integrity. Our purpose for our country and people was to save them from the disastrous consequences of war.

Our people will undoubtedly realize the necessity of the Government's attitude as laid down in the Royal Proclamation. While the Government will be aware of its responsibilities, it is only Denmark and nothing but Denmark which matters now.

MR. CHAMBERLAIN, IN A SPEECH IN THE HOUSE OF COMMONS, APRIL 10.

Germany has today invaded Denmark and Norway. Ever since the beginning of the present war she has attempted to dominate Scandinavia and to control both the political and economic policy of the Scandinavian States.

The German Government has claimed and exercised the right to destroy peaceful, and particularly Scandinavian, ships on the sea around this country by all the means in their power, but at the same time they have insisted upon the strictest observation of the rules of neutrality which they would provide some advantage to them, as they did in Norwegian waters.

The Allies then decided that they would not acquiesce indefinitely in this state of affairs, and, having given notice to the Norwegian Government that they reserved the right to take such measures as might be necessary to restore the balance thus weighted against them, they laid mines in Norwegian waters so as to prevent the unhindered passage of German traffic through them, while in no way interfering with normal Norwegian trade.

It is asserted by the German Government that their invasion of Norway was a reprisal for the action of the Allies in Norwegian territorial waters. This statement will, of course, derive no credence. So statements an operation, involving simultaneous landings at a number of ports of troops armed by naval forces, requires planning long in advance, and the information now coming to hand clearly indicates that it was not only planned but was already in operation before the mines were laid in Norwegian waters.

It remains to say that we at once warned the Norwegian Government that in case of the German invasion of their territory the British Government have decided forthwith to extend their full aid to Norway.

RENN STRANDVOLD, NORWEGIAN PRIME MINISTER, IN A PROCLAMATION, APRIL 11.

The German Government asked the King to appoint a Norwegian Government enjoying the confidence of Germany and nominated by the Reich. The King has not yielded to the German demand, regardless of which would have transformed Norway into a puppet German state. The Strandvold Government, which has led the country for five years in collaboration with the Germans, is still the only legal Government. . . . It now appeals to the entire Norwegian people, asking for assistance in the efforts to maintain the legal administration, to preserve the constitutional laws and liberty and independence of Norway.

Germany has compelled us to accept Norway as a seat of military. The Germans have invaded our country with bombs and other means of destruction, making a serious attack on the rights of a small people who only desire to live in peace. The Norwegian Government is convinced that the entire civilized world condemns this act of violence.

The future of Norway is perhaps for the moment in doubt, but the Government is sure that a new future of freedom will emerge for the country. Consequently it calls upon the entire Norwegian people to retain the country's traditional liberty and continue the struggle to that end, faithful to the great ideals which have inspired the progress of our people for centuries.

KING HAARON, IN A PROCLAMATION TO THE PEOPLE, APRIL 13.

In this time of trial, the hardest that any people and any country have had to endure for a hundred years, I address an urgent appeal to all Norwegian men and women to do their utmost to save the freedom and independence of our beloved country.

Our country has been subjected to a lightning attack by a nation with which we always maintained friendly relations. This powerful antagonist has put at risk the lives of hundreds of peaceful people in cities and towns. Women and children are subjected to death and inhuman sufferings. The situation is such that I cannot tell you today where in Norway I, the Crown Prince, and the Government reside.

I thank all those who today, together with me and the Government, hold out to defend Norway's independence. I ask you to remember all those who have given their lives for the future of the Fatherland. God save Norway!

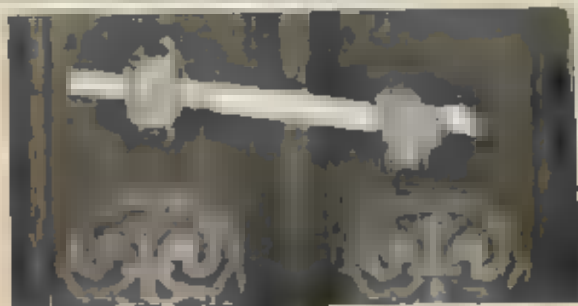
MR. CHAMBERLAIN, IN A STATEMENT TO THE HOUSE OF COMMONS, MAY 2.

At this moment I would say to any who may be drawing hasty conclusions from the fact that for the present we have not succeeded in taking Germany, it is the task now to strike the Norwegian balance sheet, for the campaign has merely concluded a single phase, in which it is safe to say that if we have not achieved our objective, neither have the Germans achieved theirs, while the British are far greater than ever. We have no intention of allowing Norway to become merely a side-show, but rather are we going to be stopped into such a display of our forces as would leave us dangerously weak at the vital moment.

KING HAARON AND THE NORWEGIAN GOVERNMENT, IN A PROCLAMATION TO THE NORWEGIAN PEOPLE, JUNE 10.

The Norwegian troops, which, during two months' fighting, showed courage and bravery, have not enough armaments or lighter aircraft to carry on the struggle against the German superiority. But Norwegians are taking part in the struggle on other fronts. To prevent further destruction of the yet intact parts of the country, the King and the Government decided to follow the advice of the High Command and temporarily to give up the struggle inside the country and retreat to the coast, continuing to drive for the recovery of the country's liberty and rights.

Although we are not vanquished we have given up resistance to order not to destroy the whole of North Norway. We must see the situation from the point of view of the Allies and the happenings on the Western Front, where the fate of the world is now being decided. Every man and every woman is called upon to check the war machine. Only after every avenue had been explored was the decision taken that the King and the Government should leave the country to watch over Norway's interests during the war.



#### USED UNDER NAZI DOMINATION

The photographs in this page deal with the German occupation of Oslo and show, above, last German soldiers guarding the main entrance to the main station, above right, a Nazi and a Norwegian soldier on duty at the entrance to the Norwegian Houses of Parliament. Left, official seals affixed to the doors of the British Legation; below, a German guard outside the Royal Castle.

(Photos: The Associated Press, World War II, International Telegraphic Press)



# THE INVASION OF DENMARK AND NORWAY

*British Mineships Across the "Corridor"—Germany Launches a Long-prepared Invasion—Denmark Offers No Resistance—Oslo Occupied—King and Cabinet Escape—Rapid Enemy Advance—Allies Land in Norway—What Was Happening at Narvik—Germans Force a Way Through to Trondheim—Unfavourable Position of the Allied Forces—The Decision to Withdraw from Central Norway—Allies Capture Narvik—The Final Evacuation*

(The Story of the Naval Campaign is told in Chapters 80 and 81)

WAR came to Scandinavia with dramatic suddenness. It is true that for weeks and months there had been lowering clouds on the horizon, and the roll of thunder, the flash of lightning, seemed to be drawing ever nearer. But when April

foe's dependence on the imported oil for his war effort, was resolved to do everything possible to stop the flow.

After much discussion the matter was brought to a head early in April, when in a joint note Denmark and Britain informed Norway and Sweden that they could "no longer tolerate the present situation, which means that Germany receives from Norway and Sweden important war materials, and that Germany benefits from advantages in those countries to the disadvantage and danger of the Allied powers," and that therefore they reserved the right to take such steps as they deemed necessary in the circumstances. On April 8 this decision was translated into action. Just before 6 o'clock that morning the British and French Ministers in Oslo delivered a further note to Professor Koht, the Norwegian Foreign Minister, which stated, in effect, that the Allied Governments had given instructions for mines to be laid in certain areas along the Norwegian coast. [A fuller account of this action is given in Chapter 81.]

Now event succeeded event with bewildering rapidity. Less than twenty-four hours after Allied mineslayers had dropped mines at three places off Norway's western coast—at Stadlandet, Nord, and West Fjord—small but sufficient bodies of German troops and machines were landed in the half-light of early morning on April 9, at Bergen, Trondheim, Stavanger, Kristiansund, and some far distant Narvik, from ships which had left Germany several days before and which, disguised as powerful merchantmen, had been lying in readiness at the quaysides. In every case the landing was made with quick and complete success. The appointed moment the hatches were flung open, and from the holds poured forth gangs of men armed to the teeth, who, with the aid of numerous sympathizers in the ports, quickly overpowered what little resistance the local authorities were able to make.

While the ports were being seized German troops and warships moved against Oslo, the Norwegian capital, and the world's first intimation of the new war was contained in a message

dispatched in the early morning of April 9 to the U.S.A. State Department in Washington by the American minister in Oslo, Mrs. J. Gordon Harrison, which read that Professor Koht had informed her that the Norwegians had fired on four German warships coming up Oslo Fjord, and that Norway was thus at war with Germany.

The landings, indeed, had begun as early as 3 a.m., but it was not until two hours later that Professor Koht was visited by the German Minister in Oslo who demanded that Norway should place German demands military administration and should take no steps to oppose the occupation which had already begun; he attempted to justify his demands by the assertion that his Government had indisputable evidence that Britain and France had planned to seize Norway and that therefore Germany was entitled to do everything in her power to forestall



## APPROACH TO OSLO

The map above shows the deep indentation of the Oslo Fjord, which leads from the Skagerrak up to the Norwegian capital. It was up this fjord that four Nazi warships came on the early dawn of April 9, 1940.

of 1910 opened there were few in the European states who dreamed that the storm was near. There were diplomatic exchanges and ministerial pronouncements, open protests and veiled threats, but in the past there had not led to war and there seemed no reason to fear that they would do so now.

The principal subject of controversy was the flow of Swedish iron ore from the web mines in Lapland over the railway to Narvik on the Atlantic coast of Norway and thence through Norwegian territorial waters to Germany. This was the route followed in winter; in summer, when the ice had melted, the ore ships proceeded down the Gulf of Bothnia to the Baltic ports of Germany—and the Allies, realizing their



## SHE SUNK A NAZI CRUISER

Above is the Norwegian mineslayer-cruiser 'Olav Trygvason,' which hit and sank a Nazi cruiser as it was steaming up the Oslo Fjord on April 9. The Norwegian warships in the fjord, having received orders, withheld their fire.

Photo: H. M. Davidson



them. On receipt of this ultimatum the Norwegian Cabinet at once met, and after a short deliberation they announced that Norway could not submit to the German demands and ordered general mobilization.

It was too late, however, to organize any effective resistance: the invader was already at the main gates of the capital. At 1:30 on that same fateful morning the commander of three Norwegian warships at Horten, the naval base on the west side of Oslo Fjord, had been handed an order purporting to bear the signature of Field Marshal Koht, requiring him to allow the German warships then coming up the fjord to pass his batteries unharmed. As directed, the commander held his fire, but unfortunately for the Nazis there was one ship, the cruiser-minelayer "Olav Trygvason," which did not receive the faked order, and when she saw the German ships approaching in the early morning light her captain opened fire—with the result that one of the German warships, later claimed by the Norwegians to be the cruiser "Gudm," was hit and sunk. The rest



#### TRONDHEIM COASTAL DEFENSE

Steady reinforcement of the German forces at Trondheim prevented the small and hostily manned British expeditionary force from capturing this objective. Above a Norwegian coastal gun of this port is seen after being taken over by the Germans.

(Photo, Associated Press.)

of the flotilla kept on, and after negotiating the narrows at Orkney where the mines had all been rendered harmless by a waiter who had cut off the

electricity from the powerstation, appeared in the vicinity of Oslo and landed contingents of troops and machines. At the same time Nazi troops entering planes landed at Fornebu, the airport just outside the city, while other planes roared above the boulevards to terrify the population with an exhibition of aerial might and manuever.

Oslo was already dominated, though few of her people realized it as yet. Hurt by loss of the commanding Nazis drew near, immediately to resistance on their way, or danger and bombardment was the dilemma. At 2:30 in the afternoon their advance guard of men, handful of men, though heavily armed, marched up the main boulevard, and as they came the Norwegian police cleared a way for them through the crowds of curious and excited spectators. General von Falkenhausen headed the procession of German tanks, accompanied of three, and each went by the national flag, the national Nazi sympathizers.

"It was a fine, unshakable sheet of calm," wrote Mr. Roland Stowe, an eminent American journalist who was the first to tell the world the full story of Oslo's surrender. "It required only six or seven minutes to march in. It was composed only of two incomplete battalions—scarcely less than 1,500 men in all. Norway's capital of nearly 200,000 inhabitants was being occupied by a German force of approximately 1,500 men." There was no line, not a gun, not even a noticeable coat or any woman's fur. No hand or a voice was raised against the invader—surprise ruled supreme.

Swiftly the invaders carried out the plans prepared with great precision



#### GERMAN GUNS LAND IN NORWAY

A German anti-aircraft gun of large caliber landed from a transport shortly after the arrival at Kristiansund, a Norwegian port on the Skagerrak, 150 miles north-west of Oslo. Kristiansund was one of the first places to be taken by the invaders.

(Photo, Associated Press.)



#### NAZIS RULE THE ROSETT IN OSLO

Above, General von Falkenhorst, commander-in-chief of the German Army in Norway. Top, right, German officers arriving in Oslo by aircraft. Right, one of the German army bands which played incessantly in the capital during the first days of the Nazi occupation, and distracted the minds of the inhabitants from the important events happening elsewhere. Below, some of the German heavy tanks trundling through the streets.

Photos: Planet News—Associated Press, Reuters





# **DEFENCELESS DENMARK WAS AN EASY PREY**

Above, German motorized detachment passing through the Danish town of Helsingør, in Jutland. Right, houses being looted by German troops at the Danish port of Kopenhagen, on Zealand Island. Below, German storm-troopers in the streets of Copenhagen, occupied by the Nazis during the morning of April 9, 1940.

*Photos Courtesy of Frank  
Knapton, London*





long before. All the key places in the capital were seized—Parliament, the City Hall, the University, the railway stations, the arsenals (where there was, by exception, some little fighting)—and while the troops completed their tasks the German bands they had so thoughtfully brought with them played martial and jolly music and kept the Danes in good humour and unsuspecting. Only on the next day did they emerge from their bewilderment, and then it was too late. They found themselves unarmoured in the midst of ever-increasing numbers of the invaders crushed on the shore by ship and plane; they learnt that King Haakon and his ministers had only just managed to escape capture—perhaps they were not informed that at that very moment they were being hurried through the snows to the north by Nazi armies—and that a new government had been installed in Oslo, headed by Major Vilhelm Quisling, leader of the Norwegian Nazi Party—who for his part in this day was destined to give his name to all other similar traitors.

On the same day as the German landings in Norway other detachments reported to number some 10,000 men—were employed on the invasion and subjugation of Denmark. The advanced troops crossed the frontier from Schleswig at 4.20 in the morning of April 9, and little more than an hour sufficed to convince the Danish authorities that resistance would be only impolitic but quite useless. German motorized and armoured columns, sweeping across the Danish frontier from Schleswig, pushed on rapidly through Jutland, seized the port of Esbjerg, and by the afternoon had arrived at the little country's northernmost point.

At the same time other detachments were landed on the islands of Funen, Falster, and Zealand. Yet another large body of German troops crossed the Baltic to Copenhagen, where they arrived just as dawn was breaking. While aeroplanes were roaring above the capital dropping on the heads of the amazed people bulletins announcing the completion of the German troops occupied the Citadel and the

broadcasting station, and by 5 a.m. the whole of Copenhagen was in their hands. "There was little or no resistance," declared General Kaupisch; "the Danes killed only ten killed and a few wounded, the Germans killed and ten wounded." The Danish Minister of Defence, however, stated later in a broadcast that there had been fighting at several places in South Jutland, and

country, and in case of the occupation took the following statement: German troops in this country have established liaison with the Danish armed forces, and it is the duty of the population to refrain from any resistance to the troops. The Danish Government will attempt to give the Danish people and consider advice against the unhappy results of a state of war, and it calls upon the population to adopt calm and untroubled conduct. May peace and order rule the land, and may all who have to deal with officials observe a loyal attitude.

Following the Premier's appeal came a message from King Christian.

"Under conditions such as these for our Fatherland," it read, "I call upon you all in cities and in the country, to observe a completely correct and worthy attitude, that every thoughtful citizen understand and take the most serious consequences. We shall save you all that save Denmark."

In an attempt to justify the murder of yet another of her neighbours, which suffered the double misfortune of being free and weak, Germany declared that the Danes had been undertaken only to forestall a British attack on its neutrality. Such a claim can have had no small value in Denmark on the similar claim advanced in the case of Norway.

So, after an independent existence of a thousand years and more, the kingdom of Denmark was swept into the orbit of the Nazi Reich. King Christian was allowed to keep his title and his palace and Parliament remained in being, but the newspapers and every other organ of public opinion were brought under the supervision of the Nazi censors.

Denmark as the home of a free and enlightened democracy was no more; it had lost her place on the map of Europe, it was now a German tributary whose chief importance was as a base for the production of butter and bacon for the Nazis' breakfast tables.

Now the scene of interest shifts again to Norway. For several days the invaders were enabled to continue their penetration unopposed by the opposition of the Norwegian forces who were maintained as far as the exceedingly difficult conditions of the country and the Arctic weather permitted. The main Norwegian army assembled west of Oslo in the region of Kongsvinger,



THE INVASION OF DENMARK

Dotted arrows on this map of Denmark show the routes taken by the main German forces when they overran Danish territory on April 9, 1940. Resistance was futile in the face of the Nazi superiority in strength, and the whole country was occupied within a few hours.

that in Copenhagen the Royal Guard at the Amalienborg Palace had fired on the approaching Germans, although they had been compelled to desist.

Speaking in Parliament that evening, Mr. Stauning, the Danish Prime Minister, deplored "the death of three good sons of Denmark who lost their lives in the early hours of this day."

Possessed of an army which was little more than a token force, Denmark could hardly do otherwise than submit, and nothing was left but to recognize the fait accompli. Broadcasting from Copenhagen, Mr. Stauning said that

"the Danish Government and people have decided to preserve the interests of the



# WITH THE REINFORCED LUFTWAFFE IN OCCUPIED NORWAY

On the left, men of the German Air Force are assembling at the airport at Sævianger, Norway, just after the occupation. This aerodrome was the object of heavy attacks by the R.A.F. Inset is the interior of one of the German troop-carrying aircraft, which landed reinforcements into Norway. Bottom: a frozen lake at Jonsvatnet, Norway used as a makeshift aerodrome by the German Air Force. The photograph was taken from an R.A.F. machine. (Photos, German official press, Copyright, International Airphoto League, Amsterdam, 1942)







#### ALLIED EXPEDITIONARY FORCE FOR NORWAY

Above, British transports arriving in a snow-bound Norwegian fjord - center is the liner 'Empress of Australia'. The anti-aircraft guns of an accompanying destroyer can be seen on the right. Left, French troops embarking en route for Norway. Below, a Nazi prisoner captured in Norway, under French guard.

Photos, German U-boat photographs taken in Norway.





#### BRITISH LEADERS IN THE NORWEGIAN CAMPAIGN

1. Major-General Captain de Winton, V.C., who commanded one of the landing parties in Central Norway — Brigadier H. de Koster Morgan in charge of British troops at Aandalsnes.
2. Brigadier Charles G. Phillips, D.S.O., M.C., awarded a bar to his D.S.O. for his conduct in the withdrawal from Verdal and Stenkjer — Major-General B. C. T. Paget, who became a C.B. in recognition of his handling of the British forces in the ~~Stenkjer~~ district.

*(Photos: Associated Press; L.N.C., Lafayette, N.Y.)*

of the invaders swept aside the ill-armed Norwegian opposition and occupied Hamar and Elverum on April 20.

Meanwhile, the Allies had endeavored to advance beyond the coast. Immediately on landing at Narvik Brigadier C. G. Phillips moved south in the direction of

**The Check** Trondheim but at Stenkjer, some 30

miles from the city, he was held up by a greatly superior enemy force, while at the same time his flank was bombarded by German warships which had come up the fjord. According to Mr. Leland Stowe, the British force engaged consisted of "one battalion of Territorials and one battalion of the King's Own Royal Light Infantry, totalling fewer than 1,500 men," whose "service averaged only a year," and who were "dumped into Norway's deep snows, quagmires and duds without a single anti-aircraft gun, without one squadron of supporting armoured, and without a single piece of field artillery, to face crack German regulars, most of whom were veterans of the Polish campaign." After four days the little force of again quoting Mr. Stowe— "inexperienced and incredibly under-armed British troops were decisively defeated."

The American journalist's account was challenged in some particulars by the War Office. "The facts may read a somewhat different one on April 25," that an advanced detachment of a larger force pushed forward towards Trondheim from the direction of Narvik.

The Germans, moving reinforcements by water made the Trondheim Fjord, threatened to cut off the advanced troops from their own body. They therefore withdrew, but were not followed up by the enemy, who are now reported to be digging themselves in on the head of the fjord. Our troops suffered some loss."

Meanwhile, Brigadier H. de K. Morgan detached two Territorial battalions from

the troops of the 40th (West Riding) Division, which had been landed at Aandalsnes on April 18 and 19 and ordered them to push down the coast towards, to give what aid they could to the Norwegian forces, who were endeavouring to hold up the enemy at Lillehammer. These battalions were, however, shortly involved in the Norwegian retreat, and the effective British advance did not extend beyond Dønnes, a vital railway junction some hundred miles south-west of Trondheim. Here the British troops put up a determined and most gallant resistance, inflicting heavy losses upon the enemy. From Dønnes they endeavored to

#### CAPTURED BRITISH IN NORWAY

Below, British soldiers taken prisoner during the fighting in Norway are seen with their captors somewhere near Lillehammer, a town about 80 miles north of Oslo. ~~Some 2,000~~ British troops held up the Germans until forced to retreat owing to the enemy's superior strength.

*(Photo: Associated Press; L.N.C., Lafayette, N.Y.)*



along the coast to Storöen, 30 miles south of Trondheim but by now the Germans had succeeded in occupying both of the great valleys and on April 30 the Finches issued an Order of the Day which announced in jubilant fashion that "these formidable advances German troops have today accomplished a connection by land between Oslo and Trondheim." At the same time a small armed force of the enemy had made the entire coast of the mountains west of the city of Trondheim was threatening to over-whelm the British troops during and between Storöen and Rindöen.

It was now at once obvious that the situation of the Allies never very favorable, had taken a definite turn for the worse. Not all during and enterprise of the British mission could compensate for the difficulties of having to operate from bases 100 miles away on the other side of the North Sea, but all the energy and dash of the Royal Navy so well exemplified in the

two battles of Narvik on April 10 and 13, could stop the flow of sea-borne reinforcements from Germany, and all the skill and enterprise of the few thousand Allied troops could defeat an enemy readily reinforced by land and by the air. The junction of the German garrison at Trondheim with their fellows who had landed at Oslo made it more and more unlikely that the city could be taken by the Allies with the forces at their disposal. Towards the end of April then the decision was made to withdraw from central Norway.

The news of the evacuation came as a thunderbolt to the British people who had been buoyed up by the most exaggerated tales of victory on land and sea, swayed through continual stories of which Stockholm was the most active promoter. It was, however, which had been reproduced at large in the British press without receiving any correction from official circles beyond a caution from the B.B.C. to the effect that none of the stories

should be accepted with considerable reserve. The announcement of the evacuation was made by the Prime Minister to the House of Commons on the afternoon of May 2. Reviewing the situation in which the Allies found themselves in Norway Mr. Chamberlain said that some days before it had become evident that owing to the German loss of expectancy it would be impossible to land the artillery and tanks necessary to enable our troops to withstand the enemy drive from the north. Accordingly, any idea of taking Trondheim from the north had been abandoned and the troops were being withdrawn from that area and transferred elsewhere. "Thanks to the powerful forces which the Navy was able to bring to bear," he went on, "and the determination and skilful deployment of General Paget, in command of the British land forces in the area, backed by the splendid courage and tenacity of the troops, we have now withdrawn the whole of our forces from Scandinavia under the very nose of the German aeroplane, without, as far as I am aware, losing a single man in the process."

That same night the whole of the French and British forces in the sector north of Trondheim were similarly concentrated at Narvik, again with complete success. Large quantities of stores had to be abandoned but the loss of life in what

Evacuation  
Success  
at Narvik

is generally regarded as one of the most difficult of military operations was inconsiderable. Having regard to the fact that throughout the German planes were in action and the evacuation was carried out from places which had been bombed into ruin and were still ablaze.

Thus, after a more than three weeks' campaign, the Allied Expeditionary Force was brought back to Britain. They were not driven out, but, as General Canale made plain when he met them on their return, they were ordered out. Mr. Chamberlain, in his speech in the House of Commons on May 3, paid a high tribute to the troops who had been engaged. "Whether in land fighting," he said, "or in solid endurance, or in quick and skilful movement, faced as they were by superior force and superior equipment, they distinguished themselves in every respect. And for men they were superior to their foes."

After the withdrawal, so entirely unexpected and so deeply disappointing, came the inquiry in the Press and in Parliament there was the most outspoken criticism of the conception and the conduct of the campaign. Mr. Chamberlain pleaded that it was far

#### OUT OF THE FLAMES OF NANSOS

Remains of Nansos, town which the French and British forces north of Trondheim were successfully evacuated on May 3. The town was heavily bombed by Nazi aircraft and there can be seen today among the ruins.

James M. Smith, Paris.







#### A HANDFUL OF NAZI TROOPS CAPTURED OSLO

Above, a tender with steel-helmeted troops is conveying them from their transport into Oslo during the Nazi invasion of Norway. In the background can be seen a German cruiser of the 'Blücher' type. The capture of Oslo by the Nazis was facilitated by the treachery of Quislings' within its gates.

(Photo, K. G. G. G.)



Amundsen, at the head of the Hornsund fjord, seen in perspective. Here Adm. Amundsen was landed during the Norwegian campaign.



The King's Palace at Trondheim, Norway, coronation place of the kings of Norway. The tower at the south of the main hall.



From the landing place at Malmø where King Haakon, with the royal family and Ministers, embarked for Britain. It lies 100 miles north-west of Amundsen. In the opposite page the three scenes above are seen during the invasion.

Photo: Foreign Press



Map: Army Department, Office of Naval Intelligence, Washington



In the foreground, a column of smoke and fire is seen rising from the Norwegian coast after a Nazi attack.

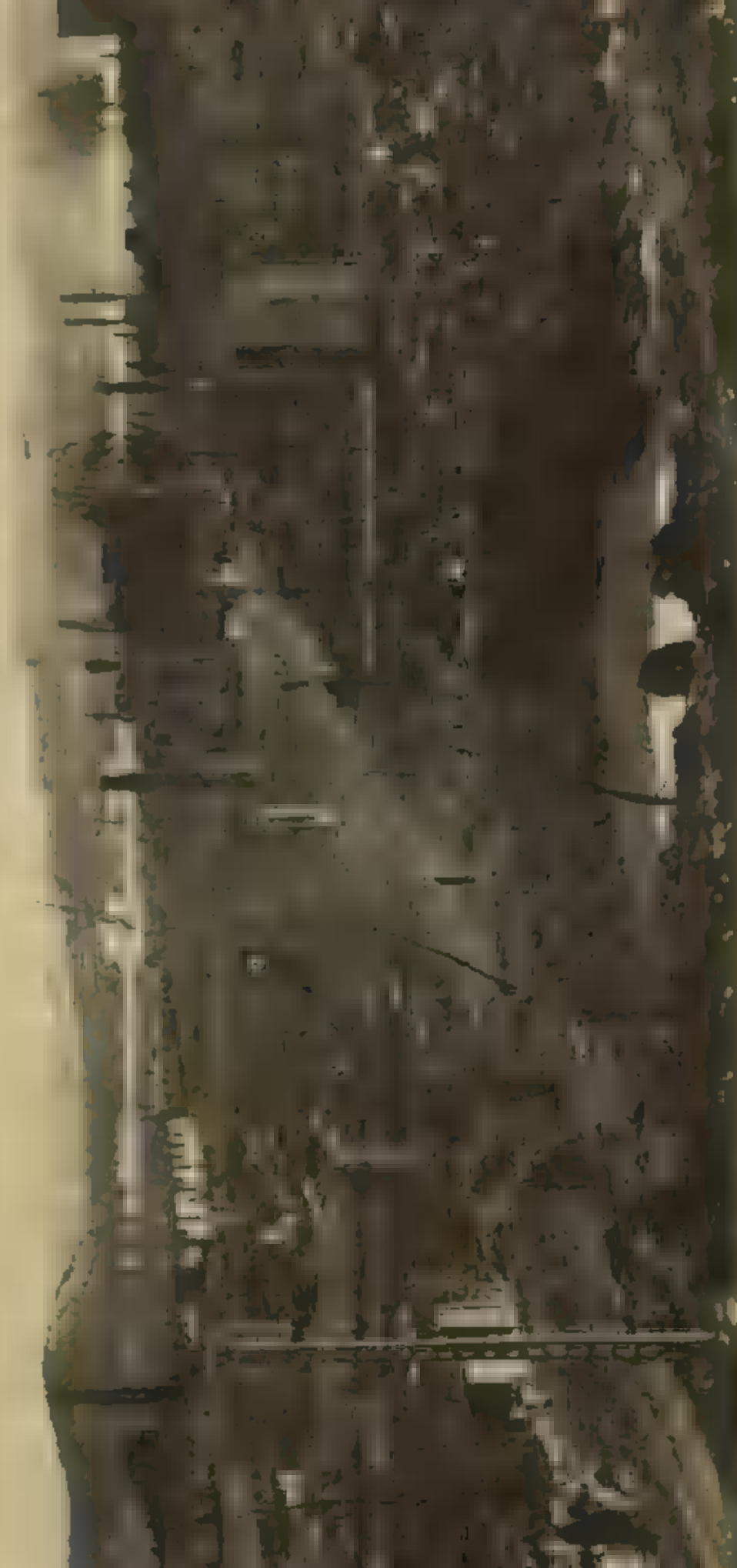


The street in the foreground is a victim of the damage during the course of the Norwegian campaign. Above, a restaurant hit by bombs.



Evacuation of Oslo. The position of these towns and regions is shown in the map on the opposite page. The accompanying map of Central Norway.

Photo: Army Department, Office of Naval Intelligence, Washington



#### NAMSOO: A VANISHED TOWN

Repeated bombing raids from April 19 to May 2 by German aircraft, the attack forces of Hermann Goering's Luftwaffe, and the complete destruction of the town of Namsoo is a part of the war on the coast of Norway, about 300 miles north of Oslo, and was used as an Allied base.





#### WAR MARS THE BEAUTY OF AANDALSNES

Columns of smoke are rising from the little Norwegian port of Aandalsnes, from which British forces were successfully withdrawn after it was found impossible to capture Trondheim owing to lack of tanks and heavy artillery and the growing strength of the German forces.

Photo. - Daily Mirror.

testimony to strike the Norwegian balance sheet, but the Norwegians themselves were continuing the fight a large part of Norway was not in German hands, and the Norwegian King and Government were still in Norwegian soil. He denied what his critics alleged with much vehemence that there had been any delay in sending troops to Norway, and attributed the failure to take Trondheim to the unexpectedly rapid advance of the Germans.

But the Premier's explanations were not without their share of criticism. "It is a shocking story of ineptitude which might seem to have happened," declared Admiral Sir Roger Keyes in the House of Commons on May 7, and this forthright denunciation by the hero of Zeebrugge was echoed on every hand.

For a few weeks the war in Norway dragged on. The Norwegians maintained their resistance in the central regions, but they were compelled to retreat before the northward-moving forces of the enemy. Hereafter the principal center of interest was the Narvik region, where on the fjord and at various points along the railway to Kiruna German detachments still maintained a stout resistance. For long the capture of Narvik was confidently expected by the British public, but it was not until May 29 that it was announced that "Information has

#### Struggle for Narvik

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#### ARCTIC NORWAY

The map above shows the region of Norway lying north of that covered by the main map in pages 794-795. As will be noticed, Narvik, for which a desperate struggle continued for some time, lies just below the Arctic Circle. Another map of Scandinavia is given in page 796.



#### A GALLANT BAND RETURNS

After the British troops had been successfully withdrawn from Norway, they were inspected, on their return to a British port, by General Edmund Ironside. One officer, it will be noticed, is wearing a pair of slippers.

(Photo, Reuters.)

been received this morning that Narvik was captured last night by Allied forces and that Fauske and Hornum, hamlets near Narvik, are also in our hands." But, since so the victors did no more than destroy the works on the harbour so as to render the port unusable by the Germans for many months to come.

The Battle of France was raging, and so from Narvik too, on June 10, the Allies withdrew, and Norway was left to the conqueror. King Haakon and the principal members of his Government were carried across the sea in a British warship and arrived in London on the same day. The Norwegian forces in north Norway were ordered to cease hostilities at midnight on June 9, but a proportion of the Norwegian ground forces were successfully with-

drawn in order to be re-formed for action on other fronts. In Norway the Commander-in-Chief, General Ruge, was to conduct negotiations with the German commander, and in a proclamation to the Norwegian people he exhorted them to see it through and stick together. "We shall not rest," he added, "until we can again hoist the Norwegian flag as free Norwegian women and men."

With sorrow the Norwegians surrendered, but, as the proclamation of King Haakon and Herr Nyquist-Vebl pointed out, "We must see the situation from the point of view of the Allies and the happenings on the Western Front, where the fate of the world is now being decided." That proclamation was issued on June 9—the day on which the Germans launched their great attack in Champagne and their armoured units reached Sedan.

#### NORWEGIAN SENTRIES

Although the Norwegians were compelled to the end to surrender in the face of overwhelming odds, nevertheless they put up a fine resistance. Below, Norwegian sentries are on guard in a forest.

(Photo, "Match.")





#### DURING THE ADVANCE UPON NARVIK

In the circle, top left, a French patrol is advancing along a single-track railway in the neighborhood of Narvik. Above, men of the French Foreign Legion have mounted their trench mortars on a British destroyer. Below, left, a pathetic scene after an air raid on Narvik. Residents are standing by their belongings while houses burn in the background. In circle below, flames rise into the Arctic night from the village of Sierrita, during the Allied drive on Narvik.

Photos: Keesen; Sports & Amusements; Photo; Associated Press



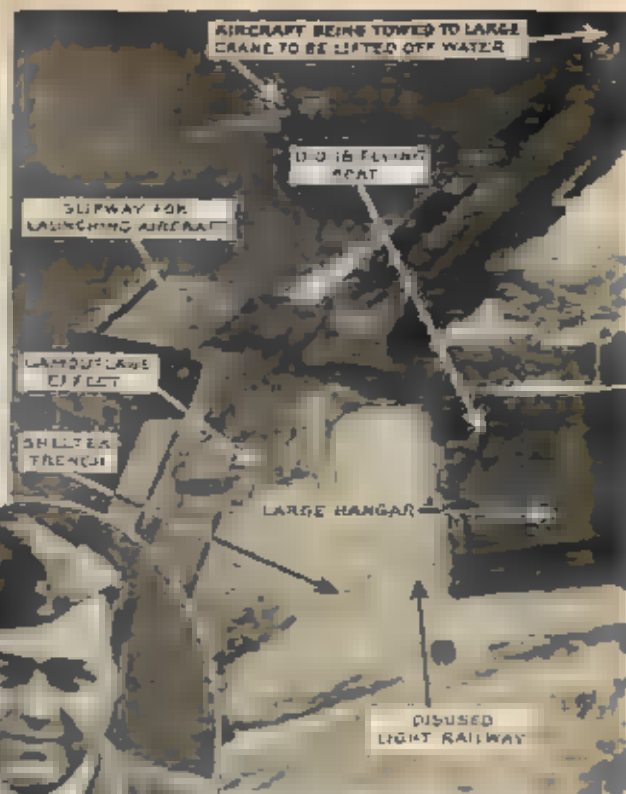




### WHEN THE ISLAND OF SYLT WAS BOMBED

On March 10, 1940, the German base at Hornum on the island of Sylt, seen at the right, was heavily bombed in a raid by 50 bombers of the R.A.F. Above, a house at Kottel, just west of the Hornum air base, damaged by blast from British bombs. Below, one of the bombs that fell near Hornum. In center, Wing-Commander W.E. Seabart, a veteran pilot in the 1914-18 war, who won the D.S.O. for his gallantry and leadership on that raid.

Photo: British Official Camera Company. Reprinted from "Photo News."



# THE INTENSIFIED AIR WAR OF MARCH, APRIL AND MAY, 1940

*Close of the Russo-Finnish Campaign—Nazi on Scapa Flow—British Reprisals—Invasion of Scandinavia—Aircraft vs. Warships—Long-range R.A.F. Raids—Epic of Lesjaskogen—Parachute Troops—German Invasions of Holland and Belgium—New Fighter Technique—Part Played by the R.A.F.—Heavy German Air Losses*

**A**ir war underwent a continuous intensification during the three months March to May, 1940. From sporadic raids by German bombers on British shipping, aerial action developed until it reached a peak of intensity at the close of the Dunkirk evacuation. Then the full might of the Allied and German air forces clashed in a relatively restricted area and aircraft casually met, and the fighting became even more violent.

March saw the close of the Russo-Finnish campaign, and the first large-scale air bombing raid by the Royal Air Force. Soviet bombers had been increasing their efforts to damage the Finnish defences, and on March 3 a report from Helsinki described a raid in which about one hundred Russian bombers flew over the city and residents had to stay out for a half hour in the air raid shelters. The purpose of the Soviet bombers was to disorganize the Finnish war. Railway lines were attacked and the hydro-electric plant at Imatra heavily bombed. The Russian air force was said to be working more systematically than they had been doing in the earlier part of the war. They were also said to be using closer formations on their raids in order that better protection could be afforded by gunners.

## Air War in Finland

At the same time the Finns were putting up a better resistance, partly with the aid of Gloster Gladiator biplane fighters which had been delivered to them from Great Britain. France also aided the Finns by sending them aircraft, and South Africa had released some Gladiators. Allied aid did not succeed, however, in influencing the outcome of the Russo-Finnish war and on March 11 peace negotiations began. The final truce was announced on March 13, and mentioned the bombing by Soviet aircraft of Rovaniemi and Kemijarvi.

While the Russo-Finnish conflict was drawing to a close, the war between the Allies and Germany was increasing in intensity. The Germans continued ruthlessly to attack shipping anywhere round the coasts of Britain, regardless of what function it was fulfilling. One of the most remarkable instances was that launched by a German bombing aeroplane on the British India steamship "Donada" (8,441 tons) in the English Channel in the early morning of March 2. She related in page 725, the "Donada" had sailed from Antwerp with 143 British Indian subjects released by Germany. It may be assumed therefore, that the Germans knew approximately where the ship would be at any given time. Swamping down, with its navigation lights on, the German bomber (a Junkers 111) attacked by the light of a warning siren and dropped four bombs. The crew of the "Donada," seeing the navigation lights, mistook the machine for British and did not open fire. Three bomb hits were obtained. Altogether about one hundred people, crew and passengers, lost their lives. A photo of the liner ablaze after this last attack is printed on page 695.

The Royal Air Force continued its reconnaissance flights, and on March 8 made the longest one of the war up to that date. These were over Poland, including Posen. Other places visited were the Ruhr, Cuxhaven, Neu Munster, Lubeck, Stettin, Rastenburg, Leipzig, Mannheim and Heidelberg. Vienna and Prague were later visited by reconnaissance machines.

British aircraft had not, however, launched any bombing attacks on land targets. They had bombed German ships on many occasions, but Allied policy had been to avoid aerial attack on land targets. It was a policy that had many critics, but it was firmly adhered to during this part of the war.

The first sign of change came after March 17 when the Germans had made a strong attack on British warships in Scapa Flow and also dropped bombs on certain land targets. (Further details are given in page 726.) The German attack was completely unexpected, the aircraft coming in at dusk so that they could have a good chance of getting away in the falling light while still enjoying enough visibility to identify their targets. Fourteen German bombers were concerned in this raid, and in their attacks

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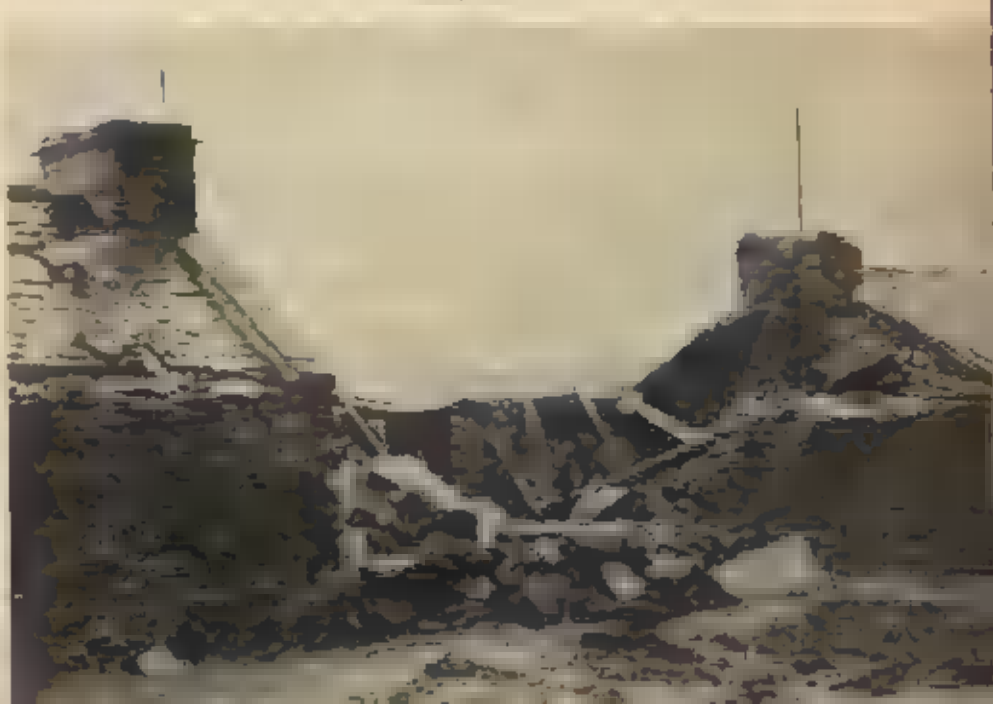
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## ON THE ORKNEYS

A strong attack on British warships at Scapa Flow was made by German aircraft on March 17, 1940. Five destroyers were damaged at Bridge of Wraith, a small village on Loch Strimness in the Orkneys. A demolished cottage is seen below. There were seven naval casualties.

Photo, 695





#### FLEET AIR ARM SHOWED ITS WORTH IN NORWAY

Above, Squadrons of the Fleet Air Arm in flight near their training station. This type did fine work in the Norway campaign. Left, oil storage tank at Bergen set alight by British bombers on April 9, after the Germans had occupied the port. Below, H. M. aircraft carrier "Finn Ronne," sunk in a fjord near Trondheim. The flight deck is covered with melting ice, which made landing extremely difficult.

(Photos: International News. Magazine; Central Press)



on land targets they killed one civilian and wounded seven others, including two women. At Bridge of Wuth, a small village on the loch at Stranraer in the Argylls, five cottages were destroyed. There were seven naval casualties. One enemy aircraft was shot down and another damaged.

The British response was immediate. On March 19 the Air Ministry announced that the R. A. F. had attacked the German base at Hvalvåg on the island of Svalbard. The first report was that the base had been hit on the shore, and that the base had been destroyed. The base had about six houses and was guarded by thirty Whitleys and twenty Hampden bombers. They dropped four 2,000 lb. bombs, eight 1,000 lb. of 250 lb. with



over a thousand incendiaries. "The weather was poor, with much fog," said a later report, "but there was moonlight over the target." One of the leaders was the senior pilot of the war of 1914-18, Wing Commander W. Sturton. The attacks were made from different

heights. The enemy searchlight and anti-aircraft gun activity was intense. A pilot reported that the shore of the island of Svalbard was lit with searchlights, which stood up in the night sky like a row of spires. They seemed to line up in this way before swinging in search



of the British machines, went in accordance with a pre-arranged drill.

Towards the end of March there were numerous small engagements between British fighters and enemy bombers leading to numerous British and neutral downings. Many of the German bombers were brought down. One estimate of the losses of aircraft during the month was 2 British and 12 German. A German broadcast estimate of the total aircraft was 27 Allied aircraft lost to 26 German. The French pointed out that actual Allied losses were less than the figure given, while German losses, fully estimated, were nearly twice the figure given.

April opened with the appointment by Mr. Neville Chamberlain of Sir Samuel Hoare to be Secretary of State for Air in place of Sir Kingsley Wood. During the first week of the month there were continued small aerial actions over the North Sea and in France. The German made small raid on Scapa Flow. More important, of course, was the reconnaissance which indicated that the Nazis were preparing for the move into Scandinavia. On April 1, on a flight over the Elbe estuary, our patrols saw German naval vessels and merchant ships moving northwards. A reconnaissance two days later disclosed the "Schwarzbart" and "Hudoniar," with other enemy naval units, in the harbours of N.W. Germany. On the night of the 4th there was other evidence: our aircraft engaged in low-level dropping reported that on the road from Flensburg to Lohse they had seen a wide stream of motor vehicles flowing northwards with headlights blazing. Near Kiel there was intense shipping activity that night.

Twelve of our Monitors on April 7 encountered and attacked a German cruiser and four destroyers at sea. A few minutes later our aircraft came up with the main body of the German fleet about 76 miles N.N.W. of the Horns Reef off Jutland. The leader of our Blenheim sent a radio message home, giving the enemy's position and course, but unfortunately this information never got through, and our old the Blenheim returned to base was it known that the German fleet was out. Wellington bombers sought out the enemy warships that afternoon, but were unsuccessful. Next day another attempt was made, with no better luck. On April 9 12 Wellingtons and 12 Hampdens found them, by now in Bergen. At dusk they bombed the enemy and got

two direct hits on a cruiser, which was sunk on the 10th in an attack made by 18 Skuas of the Fleet Air Arm.

It was on April 9 that a communique from the German High Command announced that Denmark had been invaded by Germany at six points. Later the same day the Germans claimed that bases of military importance in Norway were in German hands. The Royal Air Force went into action in full force and began a series of bombing raids which progressively increased in weight. First the raids were directed against enemy warships at such places as Hagen Fjord and then German-occupied aerodromes in Norway and

Germany were not discovered, but our aircraft bombed two other warships in Kristiansund Sound. Our Wallingtons and Hampdens were fiercely engaged by a swarm of Messerschmitts on the return journey and pursued for some 200 miles. Ten of our bombers were hit, and the enemy later admitted that five of his fighters had been destroyed. Between April 11 and 21 Stavanger was bombed 16 times and was also attacked a number of times by Coastal Command and Fleet Air Arm units. The raids went on afterwards until the close of the brief campaign.

The Luftwaffe turned its attention to British ships operating off the coast of Norway. Some destroyers were sunk, but a survey of the results suggested that capital ships were difficult to sink.



#### THEIR AERODROME WAS A FROZEN LAKE

As related in page 864, a squadron of Gloster Gladiator attempted to establish an air base on a frozen lake at Laksfjorden, and held out under heavy and incessant enemy bombing attacks until only one Gladiators was left serviceable. Above, a Gladiator is seen standing above the clouds. The portrait above, top, Squadron Leader J. M. Donaldson, awarded the D.F.C. for services with this squadron, and right, Flight-Lieut. R. E. Miles, who was awarded the D.F.C.

Photos, L.N.C., Catalogue

Thraustek, and especially Stavanger, who suspected to attack. Attacked first at dusk on April 11 Stavanger was hospital repeatedly from high and low levels, and German aircraft as it were machine-gunned.

Our heavy bombers attacked enemy shipping en route from Kiel to Oslo on the night of April 11. Next night 12 heavy bombers swept the air over the Skagerrak in an endeavour to locate the "Schwarzbart," "Gneisenau," and other enemy warships. Owing to fog the

by aerial bombing. Mr. Churchill described in the House of Commons how, in Norway, H.M.S. "Rodney" had been hit on deck by a heavy bomb and how the bomb had bounced off the armoured deck and had done little damage.

The entire Norway campaign was a lesson in the powers and limitations of air forces. German attacks on shipping did not prevent the British from taking a heavy toll of German shipping in the region. British attacks on German-



occupied aerodromes did not prevent the Luftwaffe from supporting the movements of German troops and hampering the movements of Allied troops.

Britain suffered from not having a good air base in Norway. Only long-range aircraft could be used, and it was not possible to send out high performance, short-range fighters. The gallant R.A.F. attempt to establish a base was preceded by the landing in Norwegian fjords of parties of experts brought by flying boats of the Coastal Command. Then a squadron of Gladiators, Gladiator lieutenants came out from England in an aircraft carrier. For one at sea they took off from the deck in the midst of a snowstorm. They flew to the place that had been designated, a frozen lake at Langeskog, 40 miles south-west of Amsterdam, where they all landed in the evening.

In an hour all the aircraft had been refuelled and were dispersed round the improvised aerodrome. Patrol began the next morning at three o'clock, and the first attack was shot down an hour later. But Nazi aircraft incessantly bombed and machine-gunned the British position. One by one the Gladiators were destroyed. The pilots—some badly wounded, some burnt—fought on and helped one another to get into the air

one aircraft that could be made serviceable. By the end of the day their ammunition was exhausted. One pilot had had sixteen combats, and had been 40 sorties during the day. The German fighters attacked by one pilot numbered between 25 and 30. On the improvised aerodrome were 132 bomb stations. Six enemy aircraft had certainly been shot down and probably eight more. But the bombers won. On the next day only one Gladiator was serviceable and the attempt had to be abandoned.

It was the beginning of the end of the Norway campaign. Without full air support Allied troops could not hold their ground against incessant bombing. The abortive campaign led to outspoken criticism in Parliament, and it was on the day (May 10) when Mr Chamberlain, bowing to these criticisms, rendered his resignation about the focus of war swung to the West with the invasion of Holland and Belgium.

Using parachute troops on a scale never previously contemplated, the Germans rushed for the Netherlands airports. Parachutists were sent down from bombers to three engine transport aeroplanes wherever strategic points had to be captured and com-

munications cut. The Germans bombed the Schiphol aerodrome and the barracks at Amsterdam. Parachute troops dropped at The Hague, a Dutch seaport, the Hook of Holland, and Dordrecht. Others captured the Waalhaven aerodrome near Rotterdam. Before dark on May 10 the enemy held four airfields in Flanders, Holland, and could land troops from aircraft. Thus it fell to the R.A.F. to defend Dutch airfields, airports, and even stretches of sandy coastline, which the Germans had captured by airborne troops. The Luftwaffe had an enormous preponderance of numbers, and in three days the Dutch Air Force was destroyed; during May 10 the last ten of its 24 aeroplanes were brought down in a gallant attack on the enemy then holding the Grebbe line. (See also map on page 155.)

Although enemy concentrations had been observable within the German frontier for months past the Allied Commander-in-Chief had refused to allow them to be beaten, for fear of casualties to the civilian population. Right up to the German invasion of the Low Countries this had been maintained.

A simultaneous German invasion had taken place over the Belgian and Luxembourg borders and across the Meuse river. The R.A.F. was called upon to delay the enemy's advance while Allied forces were brought into Belgium. It was also required to bomb enemy communications, with special attention to points where roads and railways crossed canals or rivers. The key point on May 10-11 was the Meuse river region. Here, in the city itself, were vital bridges over the Meuse; 100 miles away to the west, in Belgian territory, were equally important bridges over the Albert Canal. Allied sappers had attacked two road bridges and a railway bridge in Maastricht, but the Germans threw a pontoon bridge across the Meuse and sent their troops over. On the 10th they took the Eben Emael fort with airborne troops.

On the 12th the bridges over the Canal were still undestroyed and the Germans were pouring across them. Twelve Blenheim bombed the bridges but did not return. Later that day six Battles attacked the crossings, the crews being blown by air from above. One Blenheim volunteered. Five were shot down and the sixth crashed inside Allied lines. One end of one bridge was demolished and both were put out of action for the time. Two of the crew of the leading Battle (Flying Officer Ronald Garand and Sergeant

### THE APTLY-NAMED DEFIANT

Sergeant Paul Daniels came into the news on May 10, 1940, and on one day a squadron of 10 machines shot down 37 enemy aircraft without loss to themselves. In this photograph, pilots are seen receiving instructions from the squadron leader.

(Photo: Official Release - Royal Air Force)





#### INVADERS FROM DUTCH SKIES

The surprise tactics of dropping large numbers of troops by parachute behind the fighting line aided the Nazis' success in invading the Low Countries. Here top, is a machine-gun post set up by German invaders after landing from the air; at the left another parachutist is resting by a Dutch roadside; below, left, adjusting gear and equipment after a safe drop. Bottom photo shows Nazi aircraft dropping supplies to advancing units.

Photo: Top, 117th St. Division; Bottom, 117th St. Division.







### THEY SMASHED BRIDGES OVER THE ALBERT CANAL

The Germans were pouring over two strengthened bridges across the Albert Canal on May 12, and our bombers set out to stop them. First a squadron of Blenheims destroyed the crossings, then four machines out of twelve. Later that day our Battles, with crews chosen by air attacks, the bridges and put them out of use. Flying Officers Rutland Garland (left) and Sergeant Gray of the leading machine, were posthumously awarded the V.C.

*Posthumous Portraits by Frank Hurfield. Crown Copyright, 1947.*

Thomas Gray) were posthumously awarded the V.C.

After breaking through at Maastricht (May 11) the enemy poured into Belgium, forcing the Belgians to withdraw from the line of the Meuse and the Albert Canal. Heavy enemy attacks, strongly supported by dive bombers and fighters, were made along the Meuse, which was crossed in several places. Later came the break in the French line at Sedan, on May 14, with the formation of the great salient and the drive to the Channel coast. The Royal Air Force inflicted heavy losses on the enemy. British bombers attacked bridges and communications, wrecked mechanical columns and attacked German troops.

Bridges played a most important part in the campaign, for the German columnar power to cross a wide river, or even with high banks, unless substantial existing bridges could be held or satisfactory temporary ones built. On May 14 the Germans crossed the Meuse at two places, thus breaching the French line between Sedan and Dinant. Six of our Battles set out to destroy the bridges at 8 a.m. Four quite attacked these crossings at about 1.30 a.m. By early afternoon, however, the enemy had consolidated his position, and when at 3 p.m. sixty seven Battles bombed the objectives nearly half failed to return. Two pontoon bridges were put out of action and another damaged, while permanent bridges at Sedan and Montherme escaped direct hits. As the historian of " Bomber Command" later very aptly phrased it:

"To seize the opportunity created by the destruction of a bridge called for strong and immediate action on the part of the



### WHERE GERMANS CROSSED THE MEUSE AT MAASTRICHT

The road bridge at 1; and the railway bridge 2; were wrecked by Allied bombers, but the Germans crossed the Meuse on a pontoon bridge 3; during May 14, 1940, and raced on to the Albert Canal some 20 miles away. Enemy tanks seen parked at 3; Bombs dropped by our Bombers along the river are bursting at 1;.

*Photo, British Official. Crown Copyright.*

land forces in order to exploit and expand on the break. Otherwise only a short respite was gained and the heavy display of by the British was considered of little value. This was what happened at Sedan. The bridge was broken, as were the French.

A record of Nazi air tactics is given in Chapter 12.

While the battle raged in the Low Countries Mr. Churchill, the Prime Minister, was turning his Cabinet. As Secretary of State for Air he appointed Sir Archibald Sinclair. Captain Harold Gifford remained as Under-Secretary of State for Air.

Towards the end of May a statement was published in France to the effect that the Germans had lost 2,237 of all types of aircraft between September 1 and May 17. On the 22nd day of May the German commander announced that the battle of France and Artois was closing "with the annihilation of the British and French armoured thrust area." This was a boast which was not to be justified, for by a quickly operation, in which all three services cooperated, the tanks of the A.R.P. were successfully got away. The story is told in later chapters.

APRIL, 1940



#### THEY WON UNDYING HONOUR IN THE FIRST BATTLE OF NARVIK

1. H.M.A. 'Hardy,' leader of the British Destroyer Flotilla in its undaunted attack on Narvik on April 10, 1940, was an Admiralty type leader with a displacement of 1,500 tons. After a magnificent fight she was forced to run aground. 2. Capt. H. A. W. Warburton-Lee, Commander of the British force, was posthumously awarded the V.C. for his conduct in the action. 3. Paymaster-Lieut. G. H. Stanning of the 'Hardy' became a companion of the U.S.N. in his bravery. 4. Lieut. Commander [redacted] kept the 'Hardy's' guns firing to the end. 5. Surgeon-Lieut. K. W. [redacted] and 6) [redacted] H. F. M. Layman of the 'Hardy' were awarded the [redacted] for their daring, [redacted] and devotion to duty.

Photos: Special General Attributions. Credits: Negative: [redacted] Photo: [redacted]



# THE ROYAL NAVY GOES IN AT NARVIK

*The Corridor to the Iron-Ore Port—German Land at Narvik—Second Destroyer Flotilla Goes In—'Hardy' Opens Attack—April 10—Captain Warburton-Lee Grievously Wounded—'Hardy' Disabled, Is Run Aground—Second Battle of Narvik—Vice-Admiral Whitworth's Fleet—'Warspite' Navigates the Fjord—How Four Enemy Destroyers were Chased to their Doom in Rombaks Fjord—'Hardy's' Survivors Taken Off*

**A** N unexpected result of the sudden German attack on Scandinavia described in Chapter 78 was the unexpected rise to fame of the hitherto little-known Norwegian port of Narvik. It will now always be associated with a twofold British naval action, so determined and effective that it is worthy of any of the records which are preserved with such respect in the long history of the Royal Navy.

The importance of this desolate northern town in relation to the complex pattern of the Second Great War was dictated by its proximity to the prolific iron-ore mines of Kiruna and Gellivare in Sweden, and by its harbour facilities being ice-free on all seasons. Since the war began Germany had exploited this priceless source of valuable material via the railway linking the coastlands with Narvik, and thence by sea down the narrow "corridor" of illegal territorial waters to which Norway was too weak to deny access.

For long the gross abuse of this corridor had been an constant pain in the smooth machinery of the Allied economic blockade, until on April 8, 1940, it was announced that sudden action had been taken and a number of minefields laid to block it. Germany, however, had moved quicker, for in the early hours of April 9

**Situation at a convoy of supply ships, escorted by destroyers and a U-boat, was already outside Narvik and about to enter the town.**

To appreciate the situation at the time and the subsequent British counter-action reference should be made to the maps in page 810. It will be seen that a sea approach to Narvik must be made up the sixty-mile-long and ever-narrowing West Fjord, and thence by a channel through the hills, some fifteen miles long by two miles wide, into the head-bucked eastern of Ofot Fjord, towards the head of which lies the iron-ore port Abisko and behind Narvik are the small, deep, Rombaks and Herjangs Fjords.

But on that chill April dawn the German attacking force did not find Narvik entirely undefended. Two coast defence ships of the Royal Norwegian

Navy, the "Norge" and the "Ridsvidt," under the command of Capt. Per Askim, which had cleared for action as early as 7 a.m. on April 8, stood guard against the invaders. Their task was plainly hopeless. The "Ridsvidt," stationed outside the harbour entrance, was torpedoed and sunk before she could engage the German fleet, though the "Norge" succeeded in opening fire and damaging two destroyers before meeting a like fate. Shortly afterwards the Germans entered the harbour and were quickly loading troops and equipment from the destroyers and supply vessels. Resistance in Narvik itself was soon smothered, largely in consequence of the treachery of Col Sandbo, chief of the local Norwegian forces. The Germans established themselves in the town and proceeded to mount shore batteries on the surrounding hillsides.

The afternoon of that same Tuesday found the British Second Destroyer Flotilla on patrol away down at the mouth of West Fjord. This little fighting unit, consisting of the flotilla leader "Hardy" (five 4.5-in. guns) and the "Hotspur," "Hector," "Havock" and "Hornet" (four 4.5-in. guns each), was commanded by Capt. D. A. W. Warburton-Lee. Abruptly their routine duties were terminated by an Admiralty order to carry out an attack on the enemy force in control of Narvik.

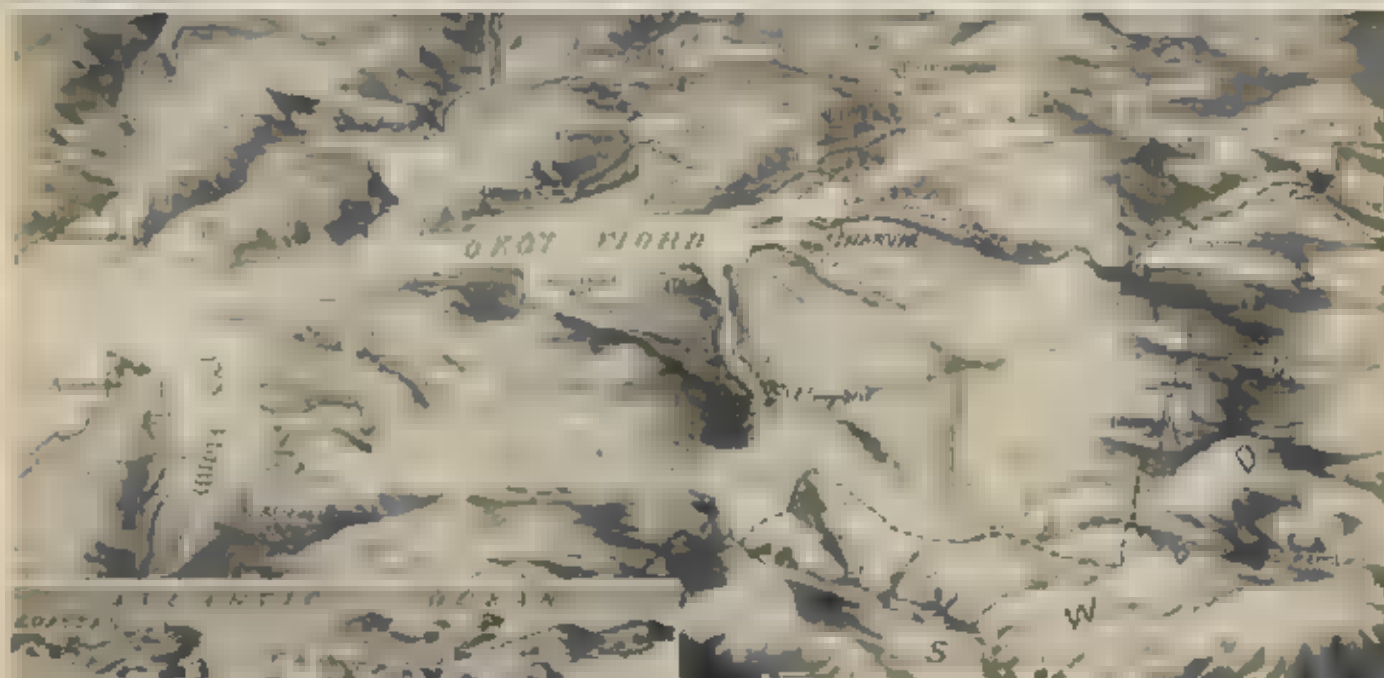
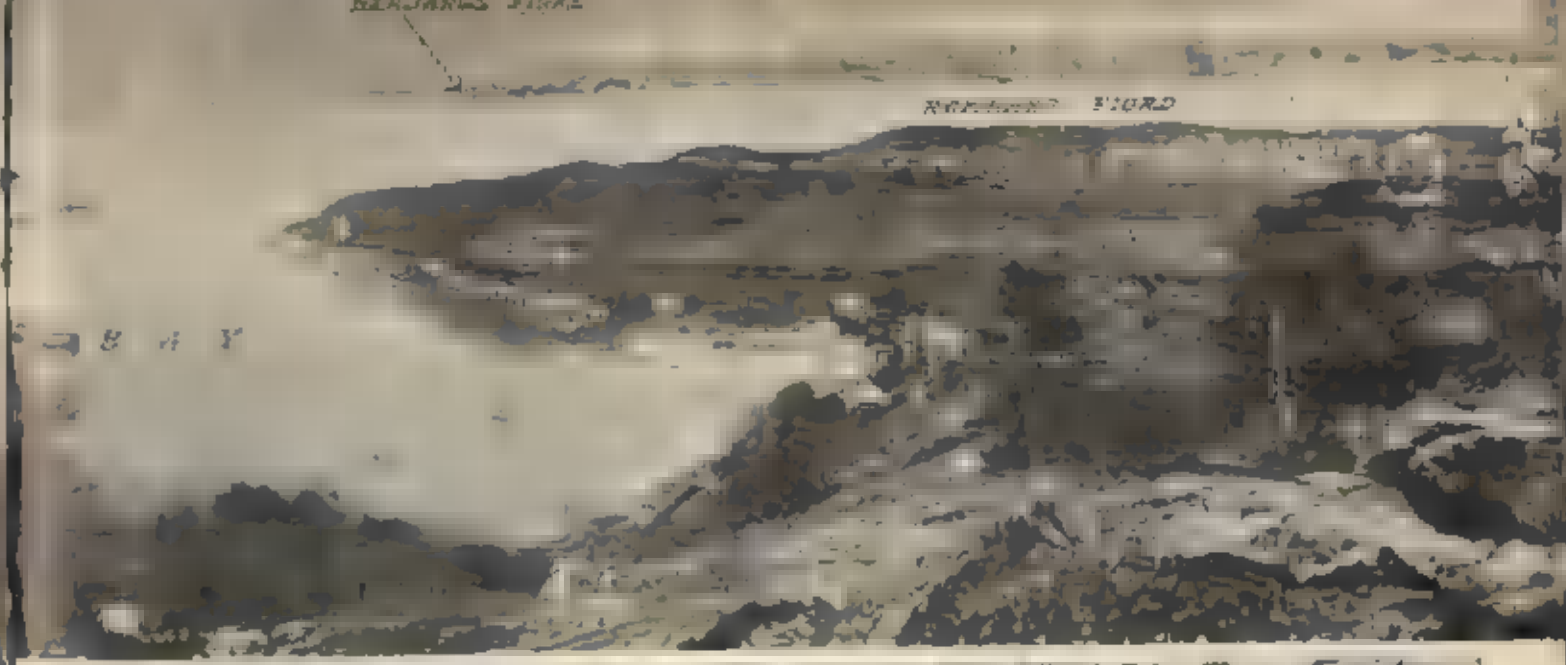
Capt. Warburton-Lee wasted no time, and at 1 p.m. wisely landed two of his officers at Traneøy, a Norwegian pilot station near the head of West Fjord—to secure all available information about the disposition of the Germans. This was learned that Narvik was more strongly held than had at first been thought—that there were, in fact, more German destroyers larger and more powerful

## THE INVADERS LAND AT NARVIK

German troops disembarking at the quay at Narvik on April 9, 1940. This interesting photograph, taken by one of the crew of the German destroyer "Hans Lindermann," was destroyed on the night when she was eventually boarded by men of the "Herc" in Ofot Fjord on April 10. On the scene to Narvik some of the German destroyers carried on in addition to their normal complements.

(Photo: "The Times")





#### WHERE THE BATTLES WERE FOUGHT

The panoramic view at the top gives a good idea of the appearance of Narvik Bay. The view itself has to the right. Of the fjord and the nature of the surrounding country are shown above, while on the left is the view of the approach to the West Fjord.

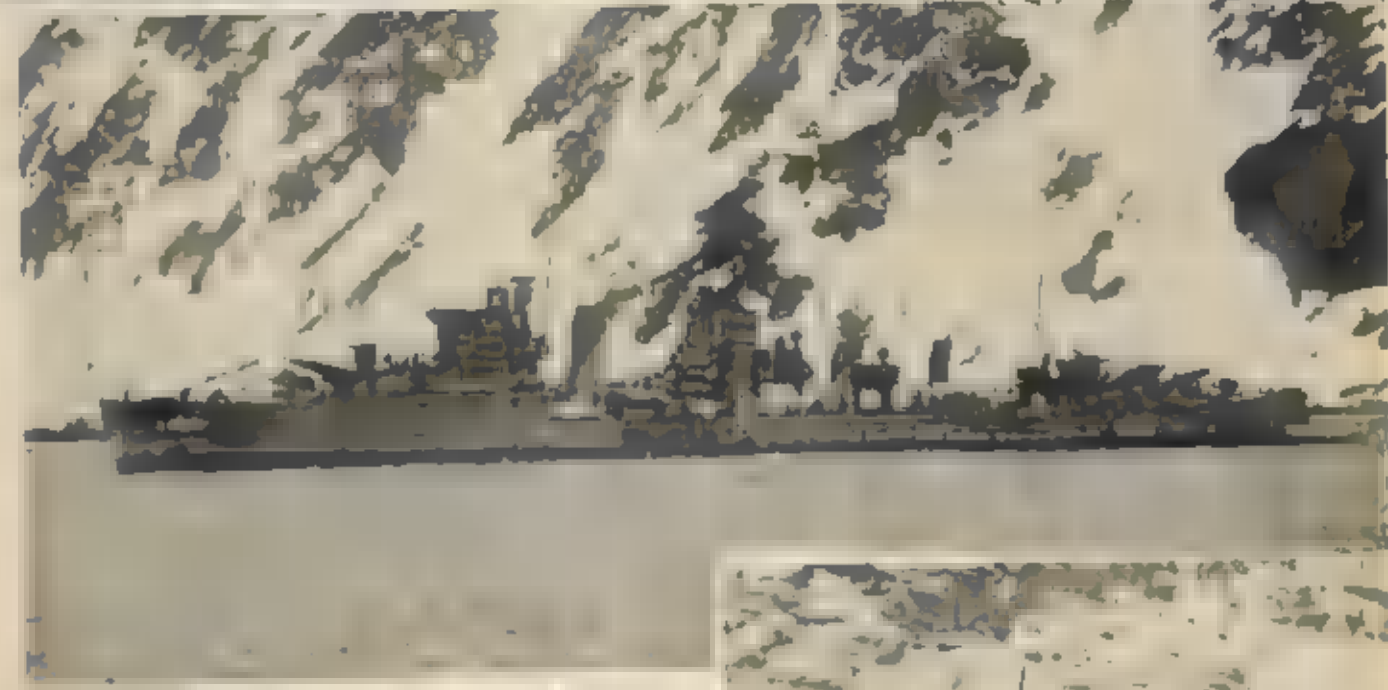
Below: Maps illustrating the two battles fought at Narvik.

anticipation and efficient preparation on board the five British war

ships contrasted strangely with the anxious deliberations taking place in the Admiralty. And then, on April 10, so hastily had the commander's intelligence borne upon them, the Admiralty told Capt. Warburton-Lee that the two Norwegian coast-defense ships might appear in German hands (these were, of course, already out of action) and that they

thought the operation so hazardous that he should first be the sole judge of whether to attack or not. "But whatever you do and whatever happens," they concluded, "we will support you." There was, however, little doubt in their minds as to the reply. Back it came: "Going into action."

Snow was falling heavily and a faint westerly wind carried the mist into swirling veils over the water, at 9 o'clock on the Wednesday morning, five little black ships of war: "Hardy," "Hulagu," "Hastile," "Havock" and



#### VICTOR AND VANQUISHED IN THE FJORD

H.M.S. "Havock" with her in the fjord suffered little damage during the action of April 10, as did her consort H.M.S. "Hastile." But as they withdrew in company with H.M.S. "Hulagu," the three destroyers were the German submarine ship "Havock" seen right.

Below: "Havock" and "Hastile" in the fjord.

"Hunter" caused their patrol in West Fjord and hastily headed up the narrow channel leading into Ofot Fjord. The shock of Narvik, captain of the fleet, may well have washed his course and exposed his own position. With "Hardy" in the van, the flotilla pushed on through the dark, blinding snow flurries sweeping the decks. Visibility was so low that foglights had to be used to ensure contact between the vessels, and during the whole passage of that ten-mile-wide channel the sides of the fjord were not even seen, except

once, just after the spot when our destroyer nearly hit the shore.

The portents and investigations were the day, and at about 1:30 p.m. the flotilla stood outside Narvik, the danger our passages were still unaccomplished.

It was terribly odd and the snow was still driving down when, leaving her four companions to patrol outside, "Hardy" entered the harbor alone. The day seemed full of German ships and, spotting a large destroyer among

them, the flotilla leader immediately increased speed to 20 knots, turned to port and fired torpedoes. As "Hardy" turned, two more destroyers came into view, and then the Royal Navy got busy in Narvik Bay. Loosing torpedoes at both these new targets, "Hardy" opened fire with her 4.7s as well. The German ships replied in kind, the thunder of their salvoes echoing and resounding in



chaotic conditions between the snow-clad hillsides enclosing the harbor. Suddenly a shattering explosion rocked the warring vessels as a salvo of seaport flares shot up from the first German destroyer, followed by thousands of rounds of tracer ammunition, which exploded in the air like a medley of



#### IN COMMAND ON APRIL 13

Vice-Admiral William J. Whitehead, C.B., C.S.O. led the fleet in the "Wormer" and led the second attack on the German fleet at Narvik. He personally commanded the battleship "Rodney."

bright pink stars. One of "Hardy's" torpedoes had evidently found its mark. By now the shore batteries were adding their salvo to the assault.

#### "Hardy" Goes In Again

power of the two main batteries of the "Hardy," having fired her torpedoes, withdrew. Her comrades soon took up the attack and, creeping into the harbor, wrought havoc with their torpedoes and shells among the supply ships and transports. Then "Hardy" sailed in for a second launch, and, after being warmly received by the land guns and the heavier armament of the two German destroyers once again withdrawn, six torpedoes passing close to her as she did so.

"Hutapur," "Hostile," "Havick" and "Hunter" then attacked in turn, hammering at the destroyers and shore batteries to such good purpose that they soon ceased fire and thus gave the impression that all opposition was broken. But Capt Warburton-Lee was not yet satisfied, and after a pause debate he decided to lead a third attack into the harbor. It was after five withdrawn from the battle that the battle began in deadly earnest.

Heavy snow was still falling, reducing visibility at times to seventy yards when "Hardy," turning out of Narvik Bay almost immediately sighted three large German destroyers coming out against her from their anchorage in Rombeksfjord. Capt Warburton-Lee at once signalled his flotilla to head down. Out of the fjord and increased speed to 30 knots at the same time replying vigorously to the shore fire concentrated on her ship by this fresh enemy force. This battle engaged "Hardy" began to lose her command down the fjord and in so doing came up against two German destroyers being tight ahead. The damaged still, she took them on well.

And now a very intense warfare the ice of the fjord, lowering clouds of smoke mingled with the blustering snow while the neighbouring hills echoed once again with the barking thunder of the guns. Five-inch shells from the heavier weapons of the German warships showered round "Hardy" and almost at once she was hit. Eighteen back hand, she still ploughed ahead when a direct burst on her bridge reduced it to a shambles. Capt Warburton-Lee, directing operations amidst the aerial fumes of high explosive and the welter of flying debris, was grievously wounded to the face and blown up to the deck below. All others still left on the bridge were killed or disabled. The battle raged on, and into it still streaming fast above the badly damaged "Hardy" came the "Hutapur."

But Paymaster-Lieut. Stanning was a man of action, resolute and quick of decision. Realizing the extreme danger of the position, he somehow contrived to drag himself to the wheelhouse and finding it shattered and its occupants dead, took the wheel himself. And so passing his way through a shell-hole he steered the ship.

By now the German destroyers were pounding "Hardy" in almost point-blank range, but crippled as she was the light went on her remaining guns still being kept in action as long as the First Lieutenant, Lieut. Commander Mansell Moncrieff, Paymaster-Lieut. Stanning had turned the wheel over to an able seaman and, struggling back to the partially demolished bridge, had taken charge of the ship. He had, in fact, no idea of what was going on aft, but as the enemy were now pouring up stream, he decided to ram them.

Now as this desperate action was about to be carried out, a shell exploded in "Hardy's" engine-room, clouds of scalding steam burst forth and the

vessel at once slackened speed. There was only one thing to do to save his comrades' lives—put the helm over and launch the ship. The Paymaster-Lieutenant did it. Going slower and slower, the gallant "Hardy" ran into shallow water and, with a grating crash, grounded on the rocks. Devastating fire still raked her at short range to which the one usable gun was still defiantly replying when the final command was given on the battered destroyer: "Abandon ship. Every man for himself. And good-bye!" It was the last order—desperate enough—that Capt Warburton-Lee mortally wounded, was ever to give.

Meantime, the battle had been hot with the rest of the flotilla. "Hunter" had been sunk, and "Hutapur" and "Hostile" damaged. On the other

side, however, there was much to halcyon this. In addition to the destroyer torpedoed by "Hardy" in Narvik harbor six supply ships had been sunk while one of the other German warships was destroyed and two were seriously hit and set on fire. The two destroyers sunk were the



#### MAN WHO LED THE ENEMY

The German losses in men at Narvik were heavy at least 2,000 sailors being killed in the course of the second action alone. Among these was the commander of the destroyer force, Commodore Boett.

"Anton Schmidt" and the "Wilhelm Brinkmann." Furthermore, what was left of the heavy band of five sailed down the fjord, they contrived to destroy the ammunition ship "Rammfalk."

A desperate ordeal faced the crew of the "Hardy." Under Lieut. Commander Mansell's direction they piled ammunition on the deck they might into the freezing water, swimming some hundred





#### INCIDENTS IN THE SECOND BATTLE

1. The photograph, taken by a Fleet Air Arm aircraft from the "Warspite," shows five destroyers of the attacking force steaming up Ofot Fjord towards Narvik. 2. Action is joined and shells from the German shore batteries are bursting ahead of one of the destroyers. 3. One of the German victims of the "centaur" dog-fight that followed is flitting over the water.

(Photos British Official Press Photographs, "The Times," "The Illustrated London News")

yards and then waiting double that distance to the shore. The only boat left proved unworthy, and there were many badly wounded. For a while, too, the Germans continued to fire. Splashing, stumbling, struggling, the ghastly procession made its way to land—in its midst the noble commander lashed to a stretcher and covered by McInnes, the gunner and one rating. When this strange funeral barge grounded at last, Capt. Warburton-Lee was dead. His last signal to the flotilla had been "Continue to engage the enemy," and for his "willantry, enterprise and courage in command of the force engaged in the first battle of Narvik," Capt. Warburton-Lee was awarded the Victoria Cross—the first to be given in the Second Great War.

Half clothed and numbed with cold, the survivors of the "Hardy" staggered half a mile across the snow to a cluster of wooden houses, where warmth, shelter and hospitality awaited them.

at the hands of the Norwegian folk. Later they made their way to Rullungen. Fifteen miles away on the south side of Ofot Fjord, where they stayed till the following Saturday, April 13.

This, then, was the first battle of Narvik. Its sequel was not long in coming. All Wednesday, Thursday and Friday of that second week in April the surviving units of the Second Destroyer Flotilla, with reinforcements, blockaded the enemy in Ofot Fjord. Then on Saturday, April 13, at noon, the second attack was launched. Very different in strength from the first time was the imposing fleet, under the command of Vice-Admiral W. J. Whitworth, which advanced on Narvik through the mist and drizzle. Led by H.M.S. "Ibora," it consisted of the destroyers

"Hera," "Porpoise," "Kestrel," and "Forester"; the Tribal class destroyers "Bedouin," "Punjabi," "Eskimo," and "Cosmo" (of "Albatross" fame); and the 30,000-ton battleship "Warspite," mounting eight 15-in. guns and eight 6-in. guns. Air co-operation was carried out by the "Warspite's" aircraft.

By 12.20 p.m. the narrow channel to Ofot Fjord was successfully navigated—an amazing feat for a great vessel like the "Warspite"—and the first German destroyer sighted through the mist. The four leading destroyers opened fire, but the German ship sheered off and disappeared. Twenty minutes later another enemy destroyer, followed by a third, appeared to the west of the British forces and action was at once joined, the



## MR. CHURCHILL SURVIVORS

After a terrible ordeal in 1916, the survivors of H.M.S. "Hardy" were eventually up to 14,000. (Franklin was brought home to England. On April 10 they gathered on the Horse Guards Parade—all in their nicked-out gear—in reserve from the First World War of the Admiralty. Behind Mr. Churchill is Lt. Commander [Name].

"Wasp" sailing her outspitting advice to the din of the conflict.

Warning was then received from the "Wasp" that a warship was lying in wait in Ballangen Bay to the south, and some after 1 p.m. the vessel was spotted and immediately set upon by "Icarus," "Bedouin," "Penguin" and "Eskimo." She put up a brave resistance, however, and it was not until "Wasp's" booming voice was heard in the argument that her last gun was silenced and she was reduced to a blazing hulk.

While this was going on more German destroyers had come up, until one of them were engaging about ahead of the British fleet. There were

A "variable" Admiralty described as "dog-fight," "a variable dog-fight," with all ships using rapidly and making large alterations of course in order to dodge the fall of salience and keep their own bowing. Indeed, the enemy's aim was good, and only masterly maneuvering preserved the attackers from hurt. By 1.45 p.m. the destroyer action had reached a stage when the commander of one of the British vessels was able to report that "our ships got well into their stride. By 2 p.m. the enemy was beginning to show the damage." The next half hour in fact proved decisive, as the following extract from the bridge narrative of one of the destroyer ships:

- 1.50 p.m.—One enemy battle hit.
- 2.00 p.m.—Shore batteries firing.
- 2.05 p.m.—Enemy destroyer on fire.
- 2.08 p.m.—German destroyer hit by our shells. Another on fire.
- 2.10 p.m.—Enemy ship capsized.
- 2.14 p.m.—Another enemy destroyer on fire.
- 2.15 p.m.—Two enemy again hit.
- 2.21 p.m.—Two enemy on second destroyer in catch fire.
- 2.26 p.m.—Two explosions on enemy's questing enemy destroyer.

By 2.30 p.m. the action was over.

While the British ships were virtually unhurt, one German destroyer was fire swept wreck in Ballangen Bay; another—abandoned by her crew—was drifting north of Narvik, and a third was aground on the north-eastern shore of Horganga Fjord with a huge column of black smoke billowing from her interior. The remaining enemy ships were in retreat into the doubtful sanctuary of Rombak Fjord, dropping smoke trails as they fled.

To describe the "Wasp's" share in the general destruction it is necessary to go back to 1.30 p.m., at which hour the great battleship was taking station to bombard the coastal fortifications round Narvik harbour. Shortly after wards the "Wasp" reverted to the following scene of her guns, with which were mingled sharper reports from the armament of the destroyers "Forester," "Penguin" and "Foxhound," which cut close to the harbour and pounded the shore batteries in range of less than half a mile.

Meantime a perilous chase was in progress up the tortuous ten-mile narrows of Rombak Fjord, where "Eskimo," "Forester," "Hera," "Bedouin" and "Icarus" were pursuing the four German destroyers as yet unaccounted for. Not without damage to "Eskimo," which in the way, the hunters eventually ran their quarry to ground at the dead-end of the fjord. Here right up against the ice, three of them, while the fourth was beached on the southerly shore. The "Wasp" had crept inland, but "Hera" and "Kimberley"—then ahead—took no chance and, firing shells and torpedoes, destroyed the Germans for good.

So ended the second battle of Narvik. Nine enemy destroyers were demolished (the "Hofner von Bader," "Hans Lohmann," "Wolfgang Zanker,"

"Boris von Arnim," "Erich Koellner," "Hermann Rinne," "Friedrich Giese," "Bruno Heinemann" and "Georg Thiele") and the shore batteries silenced by a pair of three British destroyers damaged. Their work well done, the attackers reformed and withdrew, leaving "Eskimo" and "Forester" in possession of the fjord. The Admiralty apprised their suggestions to the Commander-in-Chief, Admiral Sir Charles Forbes, to Vice-Admiral Whitworth, and to the officers and men engaged in "this significant" and skillfully conducted action.

It remains to tell of a happy task that fell to "Wasp." While she was patrolling in the fjord into the Saturday night, her attention was attracted by the flashing signals of a launch moving towards the entrance of Ballangen Bay. Investigating, she discovered it was Lieut. Ruppel of "Hardy" trying to make contact so that his comrades back in Ballangen might be rescued. And rescued they were—for midnight all the mother-guards survivors aboard a British ship once again.

The time of the war changed it as the evening of the following Friday on the Horse Guards Parade, watched by a cheering crowd of Londoners, this same strangely dressed party was being greeted by Mr. Winston Churchill, First Lord of the Admiralty. "Your countrymen are well content with the manner in which you have discharged your duties," he said. "You have shown the courage and the readiness to take opportunities by the hand and make your way through difficult situations which are always associated with the duties of our destroyer force."

As to Narvik—that lonely place—the subsequent history after such a spectacular entry into the arena of war was somewhat less an anti-climax. (Triggered by Allied troops—British, French, Norwegian and Polish—it was eventually captured on May 28, only to be evacuated shortly after when the focal point of the war in the West shifted to Flanders.



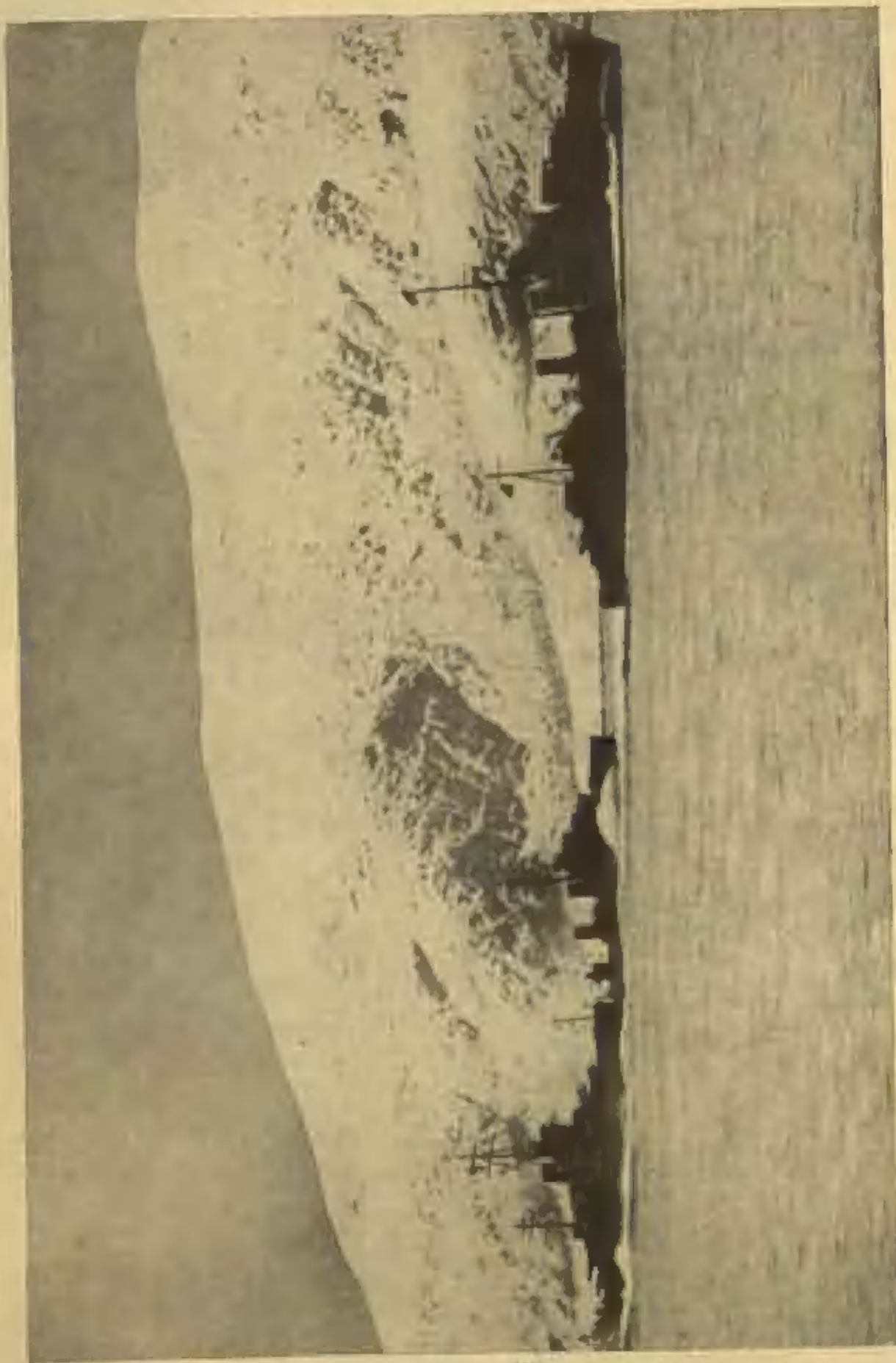
#### BRITISH TROOPS IN NORTHERN WATERS

These photographs afford two glimpses of the British forces which took part in the Norwegian campaign. Above, troops on board a transport are seen lined up on deck, wearing lifebelts in case of emergency. Accompanying the transport is a British destroyer.

*(Above, British Official photographer; below, T. J. ...)*







# 'WARSPITE' GOES INTO ACTION AT THE SECOND BATTLE OF NARVIK

Impressive weight was lent to the powerful British naval force sent against Narvik on April 11, 1940, by the 30,000-ton battleship 'Warspite' and great skill in navigation was called for to ensure her safe passage through the narrow approach to Ofot Fjord. Her chief task in the operations was the reduction by bombardment of the German shore batteries, and this she successfully accomplished. Aircraft of the Fleet Air Arm attached to 'Warspite' encountered only one Heinkel while they were keeping Vice-Admiral Wingeby informed of the progress of the fight. Led by the destroyers 'Bedouin' and 'Lance', the 'Warspite' is here seen steaming to her station outside Narvik Bay.

Photo: "The Times"



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